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

CLUB RACING BOARD MINUTES | December 5, 2023

The Club Racing Board met by teleconference on December 5, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #35097 (James Bell) Request to Move Back Deadline for Spec Tire Change.

Thank you for your letter. We appreciate your concern. Please consider using the Hankooks for testing and practicing.

GCR

1. #35151 (Greg Amy) Request to Define

Thank you for your letter. GCR section 9.3.17 defines how to handle detachable or movable panels, and GCR section 9.3.18 covers open panels.

GT2

1. #35232 (John Hansen) Follow-up to Previous Submission #35124

Thank you for your letter. Please see the CRB's response to letter #35124 in current Fastrack.

GTL

1. #35230 (Frank Schwartz) B-Spec-type cars in GTL

Thank you for your letter. The BMW MINI is already classified in GTL and has been for many years.

GTX

1. #35050 (Demetrio Bilbatua) KTM X Bow GTX

Thank you for your letter. Please see response to letter #34956 in current Fastrack.

EP

1. #34738 (Tim Schreyer) Seek Member Input on 15x7 Wheel Update to 15x8.

Thank you for your thoughts on this subject, as it has created much discussion within the Production Advisory Committee (PAC) regarding wheel and tire widths in the Production Category. The PAC has ultimately decided that yes, Member Input will be sought on this subject, regarding the future of wheel and tire width limitations within the Production Category. Expect a survey to be released within the first quarter of 2024 to gather the opinions of active/recent Production competitors on this subject.

HP

1. #35313 (Enrik Benazic) Look Over the Performance of the VW's and Adjust as Necessary

Thank you for your letter. There is not sufficient evidence to determine that the HP 1.8L VW needs any adjustment at this time. Other changes are also being made within HP that should affect the total competition balance of the class. The need for additional adjustments will continue to be monitored.

Prod General

1. #35184 (Steve Sargis) 2023 Runoffs Notes

Thank you for your thoughts. Please see responses to letters #35060, #34315, and #35318 in current Fastrack, as they all address your points.

STU

1. #35279 (Kevin Anderson) 2022 BRZ Supercharged

Thank you for your letter. Please provide STAC the TCA ruleset that the car will be prepared to, specifics regarding the HKS Supercharger with model number and the pulley sizes and compressor map as we requested previously.

Not Recommended

FA

1. #35314 (GRAHAM RANKIN) Formula Atlantic Rule Proposal for 2024

Thank you for your letter. The Club Racing Board does not recommend reducing the size of the Swift 016's intake restrictor to 31 mm. The AiM data collected at the 2023 June Sprints shows the Swift 016-Mazda 2.3L's acceleration rate is in line with the Swift 014-Toyota 1.6L's acceleration rate.

P1

1. #34799 (Jim Devenport) CN Chassis Engine Change

Thank you for your letter. The Club Racing Board does not recommend these changes as requested, but please see the response to letter #35337 in this Fastrack's Technical Bulletin.

2. #35218 (Seth Allen) Allow a larger overbore for automotive 1615cc engines in P1 & P2

Thank you for your letter. The Club Racing Board does not recommend these changes. A P1 car using the 1615 cc Toyota 4A-GE engine with 40 mm chokes was on pole position, set the fastest race lap, and won the National Championship race at the 2020 Runoffs, and the AiM data collected at the 2022 June Sprints shows the acceleration rate of the 1615 cc 4A-GE platform is in line with the acceleration rates of the other P1 engine options, so no basis is seen for increasing the 4A-GE's displacement to the requested 1654 cc. With respect to the Toyota 4A-GE's classification in the P2 class, the CRB needs to have on-track data to be able to make accurate comparisons. If a competitor believes the acceleration rate of the Toyota WSR car using the 1615 cc engine with a 41.5 mm restrictor is out of line with the P2 class BoP standard, it is incumbent upon the competitor to contact the CRB in advance of entering and competing in a U.S. Majors Tour or Hoosier Super Tour event to allow the CRB an opportunity to gather the relevant data and make appropriate adjustments if warranted.

GCR

1. #35216 (Connor Roberts) Race Restarts from behind the safety car

Thank you for your letter. The Club Racing Board does not recommend this change. Defining and enforcing restart zones for each track configuration would be impractical.

GT General

1. #34954 (Steve Davis) Public Data

Steve- The "data" that is compiled from the SOLO boxes is available only to the Data Team who prepare reports for review by the AC's and CRB. We do not believe that putting that information into the public domain would result in any appreciable improvement in the road racing program. Thank you for your interest in the program.

2. #35196 (Erik Madsen Madsen) 9.1.2.10 Sequential Shifted Transmission Request
Thank you for your letter. The CRB feels that this request is inappropriate for the class.

3. #35228 (Jonathan Stalzer) Adding BSPEC cars and engines to GTL
Thank you for your letter. As an already classified SCCA class with rules of their own the Bspec cars do not comply with the GTL rules.

GT2

1. #35078 (Michael MCALEENAN) Request to classify GT4 McLaren 570s in GT2-ST
Thank you for your letter. The CRB believes that this car is already appropriately classed in T1. With your requested spec's we would classify this car in GTX. Please review the GTX rules and write a letter requesting GTX classification.

2. #35124 (John Hansen) BMW E36 With a BMW S85 V10 Approval Request to Compete in GT2
Thank you for your letter. The engine in this request is felt by the CRB to be outside the parameters of GT2.

3. #35207 (Lou Gigliotti) Sequential Weight Penalty and TA2 Advantage
Thank you for your letter. The CRB feels that the weight are correct and will continue to monitor SCCA supplied Data. What you are asking for is a complete shift of BOP of the GT2-ST class and the CRB feels that this drastic of an action is not justified.

GTL

1. #35158 (Wilson Wright Jr) Ref. #34918
Thank you for your letter. A new "Small Bore" GTL weight reduction chart will be published in the December 2023 Fastrack.

T2

1. #34345 (David Sanders) T2 Tire Sizes
Thank you for your letter. Recent changes have been made that will change the BOP in the class.

T2-T4

1. #35175 (Derek Chan) Non-OEM ABS in T2/T3
Thank you for your letter. The 350Z has been racing in the SCCA for 15 years. There have been numerous national championships won with the 350Z in this time. Kulach, Hines, Stout, Williams, and others have had great success with these cars. The knowledge to make these cars work properly is out there. We are sympathetic about your concerns, but we're afraid to open Pandora's box. Racing ABS adds complexity and cost that shouldn't be incurred in T3.

2. #35202 (Evan McCutcheon) Hood Vent Allowance Request
Thank you for your letter. Touring 4 cars shouldn't need hood vents to stay cool. Radiators and oil coolers are allowed.

T4

1. #35222 (Chris Braunlich) RX8 Weight Reduction
Thank you for your letter. The T4 RX-8 showed potential to win the 2023 Runoffs as it is. We will continue to watch 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. #34608 (Earl Hurlbut) Proposed Change to 6.11.3

In Racing Rules and Procedures, GCR section 6.11.3, change as follows:

"Off-Course Excursions *(Track Limits)*

~~Drivers are required to follow the pavement or marked course, and may not gain an advantage from an off-course excursion. Unless the Supplemental Regulations specify otherwise, a driver who leaves an artificially marked course or an airport circuit with all four wheels must reenter the course at the same location where he went off, subject to the directions of officials controlling reentry.~~

A. Drivers are required to follow the pavement or marked course of the racing surface (Appendix A, Racing Surface). Drivers gaining an unfair advantage by placing four wheels beyond the designated racing surface may incur penalties.

B. Drivers exceeding track limits as defined by the racing surface are expected to reenter safely without gaining a lasting advantage. Unsafe reentry or reentry contrary to direction from an official(s) may result in penalties."

In Appendix A. Administrative Glossary, add a new section as follows:

"*27. Racing Surface*

For the conduct of all competitions (practice, qualifying, or race), the racing surface is defined as only the paved racetrack or as defined in the supplemental regulations for an event."

2. #35047 (James Rogerson) 6.10.1 Clarification of Timing Line

In Starting Line for Timing and Scoring, GCR section 6.10.1, change as follows:

"~~Unless otherwise defined in the Supplemental Regulations, the start/finish line is the control line where timingbegins/ends when crossed by a car. A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who maybe aided by suitable automatic or semi-automatic equipment. If a camera is used to determine a photo finish, the camera shall be mounted in a direct line with the start/finish line.~~

A. Timing

Timing commences and ends where the antenna loop (transponder pickup) crosses the track. The antenna loop used for transponders is normally unmarked and depending upon individual track configurations may or may not be in the same location as the Start/Finish line used for Scoring.

B. Scoring

Scoring is the finish position of the competitor at the end of a race as the competitor crosses the marked Start/Finish line. If a camera is used to determine a photo finish, the camera must be mounted in a direct line with the start/finish line."

3. #35084 (SCCA Staff) Revise Protest Fee Structure and Pricing GCR 8.3.1.D
In How to Protest, GCR section 8.3.1, change as follows:
"The following are requirements to protest. A Protest must:
A. be in writing;

B. ~~must~~ specify the sections of the GCR or Supplemental Regulations that are alleged to have been violated;

C. be signed by the protestor;

D. be accompanied by a *protest* fee of ~~$50, if at a U.S. Majors Tour race; $25 if at a Regional race or Drivers' School~~*$75 for all U.S. Majors Tour, Regional events, and Drivers' Schools, which fee must be either paid online through the SCCA Member Account Portal (proof of payment is required) or submitted with the written protest. These Fees* may be returned to the protestor at the discretion of tht SOM~~.~~*;*

E. be delivered, with *the* fee, to the Race Director, Chief Steward*,* or ~~to~~ an Assistant Chief Steward delegated to receive Protests, who will promptly convey it to the Chairman of the SOM~~.~~*; and*

F. be filed within the time limits specified below, although the SOM may extend the time in cases where the protestor can show that evidence relating to the Protest was not available within the time limit, or where the protestor can show that he was unable to meet the deadline because of circumstances beyond his control."

Taken Care Of

B-Spec

1. #34875 (Kyle Keenan) Request to Allow Digital Coolant Temp Sensor in Heater Hose
Thank you for your letter. Please see letter # 35236 in current Fastrack.

C-Spec

1. #35187 (Josh Reinard) C-Spec changed to Regional Only
Thank you for your letter. C-Spec was briefly referred to as T5 in the GCR and was designated as a regional only class in the January Fastrack. However, that language was removed in the May Fastrack for T5/C-Spec.

Please see GCR section 9.1.12 "Runoffs Eligible Class Participation Requirements" for C-Spec's path to become a Runoffs-eligible national class. Though C-Spec is now defined as regional only, per section 9.1.12.D, the CRB may choose to designate C-Spec as a Runoffs Demonstration Class that would be eligible for the 2024 Runoffs. Should that decision be made, it will be published in a future Fastrack.

F6

1. #35217 (Darrel Greening) 2024 Rain light requirements for formula cars
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #34847 and #34719 in the November 2023 Fastrack.

FF

1. #35360 (ALAN VANDEWEGHE) New addition to 9.3.32. LIGHTS
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #34847 and #34719 in the November 2023 Fastrack.

FV
1. #35390 (John Lampley) Unreasonable rain light mandate
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #34847 and #34719 in the November 2023 Fastrack.

P1
1. #34871 (Jonothan Benefield) CN Engine Change
Thank you for your letter. Please see the response to letter #35337 in this Fastrack's Technical Bulletin.

GCR
1. #35264 (Bradley Davis) Change definition of Start/Finish Line
Thank you for your letter. Please see the response to letter #35047 in this Fastrack.

ITR
1. #34276 (Andrew Fox) Porsche 968
Thank you for your letter. Please see letter # 35334 in current Fastrack.

2. #34905 (Andy Fox) 1978-83 Porsche 911SC ITR Weight
Thank you for your letter. Please see letter # 35334 in current Fastrack.

EP
1. #35142 (Lance Loughman) BMW Z3 2.5 Performance Adjustment Request
Thank you for your letter. Please see response to letter #35073 in current Fastrack.

2. #35152 (Lance Loughman) BMW Z3 2.5 Performance Adjustment Request
Thank you for your letter. Please see response to letter #35073 in current Fastrack.

HP
1. #35049 (MICHAEL (Mike) MILLER) Addition Induction Capacity for the British Leyland 1275cc
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

2. #35053 (Jason Stine) Support of Letter 35049
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

3. #35057 (Erick Zanner) In Support of Letter 35049
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

4. #35058 (Lee Fleming) H Production Sprite/Midget Rule Change

Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

5. #35109 (Michael MacQueen) Request Carburetor Upgrade for 1275 LP Spridget
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

6. #35165 (Jason Stine) Reconsider Letter 33652 for BOP in HP
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

7. #35177 (Brian Linn) Allowances for LP1275 Spridget
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

8. #35221 (Eric Vickerman) BOP adjustments for Austin Healey / MG / BLMI LP1275
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

9. #35227 (Darryl Saylor) 12 to 1 Compression for LP 1275 and 1098 Spridget
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

10. #35311 (Bill Okell) request for modification to the MG Midget
Thank you for your letter. An adjustment has been made to the HP 1275cc Sprite/Midget, with "Level 1/2" preparation, in the response to letter #35138 in current Fastrack. No other adjustment will be considered at this time.

Prod General
1. #35220 (Eric Vickerman) Fuel Injection Support of Request #34315
Thank you for your letter. A response to letter #34315 was made in the previous Fastrack.

T1
1. #35094 (Clark Nunes) Regarding letter #35092 Gen 5 Camaro Weight Disadvantage
Thank you for your letter. Please see letter 35092 in December Fastrack.

T2
1. #35137 (Joe Aquilante) Request to Classify Spec Corvette in T2
Thank you for your letter. Please see letter # 35139 in current Fastrack.

2. #35140 (David Sanders) Viper and Cadillac Trap Speeds
Thank you for your letter. Other changes have been made in T2 to try to align with the cars discussed in your letter.

3. #35206 (Clark Giguiere) Request Weight Analysis of M2 CS
Thank you for your letter. Please see letter # 35130 in current Fastrack.

T2-T4

1. #35252 (Aaron Stehly) Non OEM ABS in T2/T3
Thank you for your letter. Please see our response to ABS in T3 in letter # 35175 in current Fastrack.

T3

1. #35032 (Gamaliel Aguilar Gamez) Nissan 350Z/370Z - ABS System Spec Line Adjustments
Thank you for your letter. Please see our response to ABS in T3 in letter # 35175 in current Fastrack.

2. #35173 (Derek Chan) Spec E46 Parity Request
Thank you for your letter. Please see letter # 35267 in current Fastrack.

T4

1. #35001 (Luis Goncalves) Scion FRS T4 Suspension Consideration
Thank you for your letter. Please see letter # 35038 in current Fastrack.

2. #35098 (JJ Servis) BRZ B14 Allowance
Thank you for your letter. Please see letter #35038 in current Fastrack.

What Do You Think

None.

RESUMES

GT General

1. #35118 (Ken Gassin) GT Committee Application and Resume
Thank you for your resume. The GTAC would like to accept your offer to join the GT Advisory Committee.

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Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: December 20, 2023
NUMBER: TB 24-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2024. 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/C-Spec
1. #35055 (SCCA Staff) B-Spec Hankook Tire for Regionals
In GCR, Section 9.1.10.E.7., change as follows:
"a. For the remainder of 2023, B-Spec entrants will be allowed to compete on both Hankook and Goodyear Tires. For B-Spec Tires shall be Hankook 205/50R15 C51, Hankook 200/580R15 Z217, P205/50ZR15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851. *Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024. Effective 7-1-2024 Goodyear is the only legal specified tire allowed in B-spec for all events.*

For C-Spec: Tires shall be 225/45R17. No mixing of wet and dry tires on the same car. Tires must be run unmodified. ~~Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024.~~

b. When using the Hankook wet tire, all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."

2. #35074 (Matt Wolfe) Update 12-19 Nissan Versa Spec Line & Adjust BOP
In B-Spec Spec Lines, Nissan Versa (2012), change Model as follows:
"Nissan Versa *Sedan* (2012-*2019*)"

In B-Spec Spec Lines, Nissan Versa Note (2013), change as follows:
Model: "Nissan Versa Note *Hatchback* (2013-*2019*)"
Min Weight: "~~2550~~*2490*"

In B-Spec Spec Lines, Nissan Versa (2013-), delete Spec Line in its entirety.

3. #35236 (Kent Carter) Clarifying the ECU and Data Acquisition language
In GCR, Section 9.1.10.E.37., change as follows:
"~~ECU/PCM: OEM ECU/PCMs is required. Alternate engine calibrations are allowed. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector. Manufacturers may provide a stability control override procedure or module.~~*ECU/PCM: All electronic control systems (ECU/PCM/ABS, etc) must be unaltered, model-appropriate US domestic market OE devices unless otherwise permitted on the spec line. Alternate engine calibrations are allowed but no changes are permitted and no device capable of altering ECU characteristics may be present in the car from the time the car enters the grid until after impound and any stewards' actions. OBD II compliant data correct for the car must be present at the data link connector. Malfunction codes ('check engine light') may be present. Manufacturers or competitors may submit ABS, stability control and speed limiter override procedures or modules for approval and listing on the spec line.*"

In GCR, Section 9.1.10.E.29., change as follows:
"~~Lap Timing and Data Acquisition Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Intercomp Lap Timer, etc.) are permitted, along with the required mounting hardware and connections. Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. The SCCA may install a standalone data box in a competitor's car at any time. Refusal of the installation of the data box will result in disqualification. Analog (needle type) gauges for oil pressure, oil temp and water temp may be added as long as they are not tied into the vehicles ECU in any way. Stand alone shift lights may be added. Connections to the CAN bus are permitted for the purpose of reading CAN data to monitor vehicle and driver performance using data logging systems, dashboards and indicators. All connected systems must remain 'silent' on the CAN bus: they may receive data but must not send data on the BUS. GPS-based data acquisition and coaching devices are permitted.~~*Data acquisition systems (GPS or accelerometer-based), lap timers, and coaching systems are allowed. Tachometer, shift lights, oil pressure and temperature, coolant pressure and temperature, air-fuel ratio, and cylinder head temperature sensors may be added, integrated into a data acquisition system, and/or displayed to the driver from entry into the grid until the end of impound and stewards' actions connections to the CAN bus are permitted only for the purpose of reading CAN data to monitor and display vehicle and driver performance using data acquisition systems, dashboards and indicators. All connected systems must remain 'silent' on the CAN bus: they may receive data but must not be capable of sending or altering data on the bus, nor may they be capable of changing ECU behavior. Collected data may be displayed to the driver. Devices must be securely mounted. External devices may not be connected to the car during impound without the permission of a steward or tech official.*"

C-SPEC
1. #34293 (Gabe Fehribach) C-Spec Clarification
In C-SPEC Spec Lines, Mazda 3i (10-13), change Model as follows:
"Mazda 3i *MZR* (10-13)"

In C-Spec Spec Lines, Mazda3s (2010-13), change Model as follows:
"Mazda 3~~s~~*i SKYACTIV* (~~2010~~*12*-13)"

Electric Vehicle
None.

Formula/Sports Racing
FE
1. #35269 (Robey Clark) FE/FE2 rule update
In FE, GCR section 9.1.1.I.2.P.c, add the following:
"Racer's tape may be used to repair crash damage, or as a precautionary means of securing the body panels or retaining ~~latches~~*fasteners only*. 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 seams is not allowed. *Taping across heat exchanger openings as a way to control temperature is allowed and may serve no other purpose.*"

FF
1. #35305 (Doug Learned) Honda Fit Oversize Piston Rings
In FF, GCR section 9.1.1.B.14.e.3.a, add the following:
"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), *or FF800-100 (Fast Forward),* may be used."

P1

1. #35229 (Club Racing Board) Adjust restrictors and weights for Engine Table lines H and I

In P1 Engine Table, change as follows:

P1 Engine Table						
Spec Line	**Engine Series**	**Max. Displ. (cc)**	**Max Valves / Cyl.**	**Req'd Restrictor**	**Min. Weight (lbs)**	**Notes**
H	4 cycle	2000	4	~~30~~*32*mm SIR	~~1400~~*1450*	
I	4 cycle	2300	4	~~30~~*31*mm SIR	~~1445~~*1475*	

2. #35337 (Formula/Sports Racing Committee) Revise Group CN Honda K20A-FD2 Spec Line

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

P1 Engine Table						
Spec Line	**Engine Series**	**Max. Displ. (cc)**	**Max Valves / Cyl.**	**Req'd Restrictor**	**Min. Weight (lbs)**	**Notes**
G	Group CN~~-spec~~ Honda K20A-FD2	2000	4	Stock Honda intake manifold with *unmodified* 64mm single throttle body	1400	~~No engine modifications except dry sump oil system, ECU map, and exhaust. 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.~~*The CRB reserves the right to add an appropriately sized flat plate intake restrictor at any time if warranted by the data.*

P2

1. #35225 (Club Racing Board) E&O - Clarify B.1 modified engine range in AMAC spec lines

In P2 Table 1, change as follows:

P2 Table 1 (Spec Line Cars)

Marque	Wheelbase inches max/ Track inches max	Weight/ Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F600 cars see notes	94/54	Stock Engine 950 lbs. 1005cc max	P2 Engine Table B.1 2011 and newer Stock Kawasaki	37mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5~~in~~ *inches* chord of single or dual element; unrestricted end plate on end-mounted wings; attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC. Converted F600 cars must retain suspension compliant with F600 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches.
			P2 Engine Table B.1 2009 and newer Stock Suzuki, Yamaha, Honda, BMW	37mm	
			P2 Engine Table B.1 2010 and older Stock Kawasaki	39mm	
			P2 Engine Table B.1 2008 and older Stock Suzuki, Yamaha, Honda, BMW	39mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025 lbs. 1005cc max	P2 Engine Table B.1 *2008 and older*	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	
		Stock Engine 1050 lbs. 1345cc max	P2 Engine Table B.5	33mm	
AMAC-AM5, Fox 2-seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900 lbs. 1005cc max	P2 Engine Table B.1 2011 and newer Stock Kawasaki	36.5mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5~~in~~ *inches* chord of single or dual element; unrestricted end plate on end-mounted wings; attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC-AM5. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches.
			P2 Engine Table B.1 2009 and newer Stock Suzuki, Yamaha, Honda, BMW	36.5mm	
			P2 Engine Table B.1 2010 and older Stock Kawasaki	38.5mm	

			P2 Engine Table B.1 2008 and older Stock Suzuki, Yamaha, Honda, BMW	38.5mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950 lbs. 1005cc max	P2 Engine Table B.1 *2008 and older*	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Stock Engine 1050 lbs. 1345cc max	P2 Engine Table B.5	33mm	

2. #35340 (Michael A Reupert) Replacement Engine Crankcase for 07/08 Suzuki GSX-R1000 Engines
In P2 Engine Table, Spec Line B.1, add to notes as follows:
"No modifications allowed on engines manufactured after 2008 model year. *2007-2008 Suzuki GSX-R1000 crankcase part #11300-21860 may be replaced with 2016-2019 Suzuki GSX-S1000 crankcase part #11301-04840.*"

SRF
1. #35268 (Robey Clark) SRF / SRF3 Rule Updates
In SRF, GCR section 9.1.8.D.1.H, add the following:
"NO MODIFICATIONS ALLOWED. Front brake ducts are required, attached to the openings in the lower radiator baffles, any flexible 4" duct material allowed, installed length minimum 12" maximum 36" in length. Must be securely fastened, Bracket ~~Part #~~*P/N* 800368 can be used. ~~Shall~~*Must* serve no other purpose. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. *Master cylinder casting / location must be used as delivered on P/N 180110 Pedal Mounting support.* Aeroquip style -3 braided stainless flex lines only, must attach to all brake components without modification. Brake pad "anti-rattle" clips must be removed."

In SRF, GCR section 9.1.8.D.1.V, add the following:
"*ii. Rear SADEV shift cable aluminum two-piece style clamp may be used. The P/N WM302007A clamp must serve no other purpose.*"

In SRF, GCR section 9.1.8.D.1.X.k, add the following:
"Negative camber ~~shall~~*must* not exceed 5*.0* degrees *absolute maximum* front and rear."

In SRF, GCR section 9.1.8.D.1.AA.b, add the following:
"*2. Height of the radiator opening vertical surface 3 1/2“ +/- 1/2".*"

GCR

1. #35249 (Jeffrey Novak) FIA Driver Suit Homologation
In Driver's Safety Equipment, GCR section 9.3.19.C.1, add the following:
"All suits ~~shall~~*must* bear an SFI 3.2A/1, SFI 3.4*,* or higher *SFI* certification label or *an* FIA 1986 Standard ~~or~~*,* FIA Standard 8856-2000*, or FIA Standard 8856-2018* homologation label."

2. #35262 (SCCA Staff) 2024 GCR change
In Revising the GCR, GCR section 1.2.2, add a new paragraph as follows:
"*D. Current month changes to the GCR are in red italics and previous month changes are in green italics. At the end of each calendar year all previous changes to the GCR are converted to black text.*"

General

None.

Grand Touring

GT1

1. #34929 (Michael McAleenan) Request for Acceptance of Lamborghini Huracan GT3 in GT1-ST
In GT1-ST Spec Lines, classify Lamborghini Huracan GT3 EVO(1) (2018-) as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Lamborghini Huracan GT3 EVO(1) (2018-)	*5204*	*3000*	*2 X39mm*	*Per FIA Homologation GT3-040*

In GT1-ST Spec Lines, classify Lamborghini Huracan GT3 (2019-) as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Lamborghini Huracan GT3 2019-	*5204*	*3100*	*52mm*	*Per FIA Homologation GT3-040*

2. #35040 (Pater Mumford) Cylinder heads
In GCR, Section 9.1.2.D.1.e.3., add at the end of section add the follows:
"*Trick Flow Specialties Ultra 18 Degree GM Cylinder Head assembly Part #TFS-3181T001-CO1 is allowed.*"

GT2

1. #35200 (Sean McCann) Dodge Viper Gen 3 hybrid Kit Update Request
In GT2-ST Spec Lines, Dodge Viper, incl Comp Coupe, ACR/ ACR-X change NOTES as follows:
8300 OEM: "Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part #P5156137. *May use Mopar part #5038554AF (Gen 5 Intake Manifold manifold allowed with (2) 55mm flat plates)* and 8.4L mechanical throttle body allowed. VRL Front Fascia -100lbs."

8300: "Hybrid update including Mopar Performance Part # P5156137*, Mopar part #5038554AF manifold* and 8.4L mechanical throttle body allowed using (2) ~~50~~*45*mm flat plate restrictors. VRL Front Fascia –100lbs."

8400: "Intake and Throttle Body from Mopar Performance Part # P5156137allowed using (2) ~~50~~*45*mm flat plate restrictors~~.~~ *, Mopar part #5038554AF manifold (Gen 5 Intake Manifold allowed with (2) 50mm flat plates)* VRL Front Fascia -100lbs 8400 OEM 3225 Stock OEM engine. Engine long block."

GT3

1. #35028 (Richard Smith) Disenfranchised GT2 RX7.
In GT3 Spec Lines, reduce all disenfranchised GT2 cars from ~~150 lbs~~ to *75 lbs.GT3 MAZDA: Body: RX7 NA 2 DR. RWD 95.3 / 95.5 / 95.7* SP – Please review and provide appropriate layout for GCR.

In GT3 Spec Lines, Engines - MAZDA, add to Notes as follows:
12A Peripheral Port at 2300 lbs.: "Disenfranchised GT2~~*~~ *add 75 lbs.*"
13B Bridgeport: "Disfranchised GT2 add 75 lbs."
13B Peripheral Port: *"Disfranchised GT2 add 75 lbs."*

2. #35042 (Chris Edens) Turbo Help
In GT3 Engines - Mazda Spec Lines, Mazda BP4W Turbocharged OEM engine, change Weight as follows:
"~~2060~~*1960*"

3. #35100 (Richardo Hollingshead) Competition Adjustment Request for 13B Peripheral Port
In GT3 Engines - MAZDA Spec Lines, 13B Peripheral Port, change Weight as follows:
"~~2200~~*2100*"

4. #35197 (Erik Madsen Madsen) Request to Include Toyota GR 86 in GT3
In GT3 Cars - TOYOTA Spec Lines, classify DR86 as follows:

GT3 Cars - TOYOTA

Model	Years	Body Style	Driveline	Wheelbase (in)	Notes
DR86	*2021-2024*	*2 DR*	*RWD*	*101.3*	

5. #35258 (warren Montague) Fastrack Toyota 3S Correction
In GT3 Engines - Toyota, 3S, change as follows:
Bore: "~~84.2~~*86.0*"
Stroke: "~~90.1~~*86.0*"

GTL
1. #35131 (Tony Rivera) Rotary Engine 12A Rotor Housings
In GT3 Engines - Mazda Spec Lines, add to Notes as follows:
12A Street Port: "Contact National Office for specific details of various allowable port configurations. *May machine and use 13B housing to O.E. 12A spec's.*"

12A Bridge Port: "Optional choke size 42mm @2010lbs. *May machine and use 13B housing to O.E. 12A spec's.*"

12A Peripheral Port @ 2150lbs: "*May machine and use 13B housing to O.E. 12A spec's.*"

12A Peripheral Port @ 2300lbs: "Disenfranchised GT2* *May machine and use 13B housing to O.E. 12A spec's.*"

2. #35198 (Erik Madsen Madsen) Request to Include Toyota GR86 in GTL
In GTL Cars - TOYOTA Spec Lines, classify DR86 as follows:

GTL Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
DR86	*2021-2024*	*2 DR*	*RWD*	*101.3*	

3. #35226 (Peter Zekert) Errors and Omissions, GTL engines & Cars
In GTL Cars - BMC thru Rover Group Spec Lines, BMW Mini, change Years as follows:
"2002-*2013*"

GTX
1. #34956 (Demetrio Bilbatua) KTM X Bow GTX
In GTX Spec Lines, classify KTM as follows:

GTX – KTM

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
KTM		*XBOW*		*2510*	

Improved Touring

ITR

1. #33889 (Denis Jenkins) Request to classify BMW 325XIT
In ITS Spec Lines, classify BMW 325 XIT (01-05) as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
BMW 325 XIT (01-05)	*6 cylinder*	*84x75 2494cc*	*2658*	

2. #35263 (Gauntlet Mais) car classification
In ITR Spec Lines, classify Audi A4 Quattro (05-08) as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Audi A4 Quattro (05-08)	*2.0 Turbo*	*82.5x92.8 1984cc*	*3000*	*Must use a 30 mm TIR*

3. #35334 (Club Racing Board) ADJUST WEIGHTS ON ITR CARS
In ITR Spec Lines, Chevrolet Camaro (83-86), eliminate duplicate Spec Line in its entirety.

In ITR Spec Lines, Porsche 911/911S/911 Carerra (74-77), change Model as follows:
"Porsche 911/911S/911 ~~Carerra~~*Carrera* (74-77)"

In ITR Spec Lines, change weight as follows:
Acura Integra Type R (97-98/00-01): "~~2535~~*2413*"
Acura Legend (91-95): "~~3135~~*2976*"
Acura RSX-S (02-04): "~~2595~~*2588*"
Acura RSX-S (05-06): "~~2605~~*2533*"
Acura TSX (04-08): "~~2760~~*2652*"
Audi A3 (07-09): "~~2950~~*2770*"
Audi TT (00-06): "~~2635~~*2531*"
Audi TT Quattro 2000: "~~2635~~*2531*"
Audi TT Quattro 2001-2006: "~~3290~~*3164*"
BMW 128i (08-13): "~~3210~~*3105*"
BMW 325i/is (92-95): "~~2765~~*2765*"
BMW 325i/ci Coupe E46 (01-06): "~~2800~~*2764*"
BMW 328i/ is E36 (96-99): "~~2740~~*2714*"
BMW 328i/ ci E46 (99-00): "~~2900~~*2823*"
BMW 330i/ci E46 excludes ZHP (01-06): "~~3290~~*3215*"
BMW 535i (E34) (89-93): "~~2925~~*2855*"
BMW M3 (88-91): "~~2650~~*2594*"
BMW Z3 2.8L Coupe & Rdstr. (97-00): "~~(97-98):2740 (99-00):2800~~*2671*"
BMW Z3 3.0L Coupe & Rdstr. (01-02): "~~3240~~*3088*"
BMW Z4 2.5 (03-06): "~~2795~~*2650*"
Chevrolet Camaro (83-86): "~~2890~~*2758*"

Chevrolet Camaro (87-92) (exclude BC4 Package): "~~3465~~*3251*"
Chevrolet Camaro (96-02): "~~2815~~*2745*"
Chevrolet Corvette (1984): "~~3200~~*2964*"
Dodge Stealth R/T (non-turbo FWD) (91-96): "~~3120~~*2997*"
Ford Contour SVT (98-00): "~~2590~~*2475*"
Ford Mustang GT (1986): "~~2915~~*2745*"
Ford Mustang GT & LX (89- 93) (exclude Cobra): "~~3340~~*3183*"
Ford Mustang GT (94-95) (exclude Cobra): "~~3195~~*3023*"
Ford Mustang GT (96-98): "~~3390~~*3164*"
Ford Mustang (99-04): "~~2670~~*2497*"
Ford Mustang (05-07): "~~2955~~*2788*"
Ford Taurus SHO (89-95): "~~2890~~*2723*"
Honda Accord Coupe V6 (03-05): "~~3175~~*3024*"
Honda Accord Coupe V6 (06-07): "~~3225~~*3074*"
Honda Civic Si (06-11): "~~2655~~*2500*"
Honda Prelude (93-96): "~~2570~~*2458*"
Honda Prelude (non SH) (97-01): "~~2640~~*2516*"
Honda Prelude SH (97-01): "~~2640~~*2580*"
Honda S2000 (00-03): "~~2895~~*2973*"
Honda S2000 (04-09) (Exclude CR package): "~~3025~~*2853*"
Lexus IS300 (01-02): "~~3025~~*2903*"
Lexus SC300 (92-00): "~~3165~~*2997*"
Mazda RX-8 (04-08): "~~2850~~*2743*"
Mazda RX-8 (09-11): "~~2850~~*2743*"
Mitsubishi 3000 GT (nonturbo FWD) (91-99): "~~3120~~*2997*"
Mitsubishi Eagle Talon (90-94): "~~2955~~*2755*"
Nissan 300ZX (89-96): "~~3120~~*2997*"
Nissan Maxima (00-01): "~~3040~~*2997*"
Pontiac Firebird (87-92) (exclude BC4 Package): "~~3465~~*3183*"
Pontiac Firebird (96-02): "~~2815~~*2700*"
Porsche 911S 2.0 (1969): "~~2365~~*2199*"
Porsche 911S 2.2 (1970-71): "~~2505~~*2349*"
Porsche 911S 2.4 (1972-73): "~~2630~~*2480*"
Porsche 911/911S/911 Carrera (74-77): "~~2400~~*2284*"
Porsche 911SC (78-83): "~~2630~~*2430*"
Porsche 928 (78-82): "~~3080~~*2937*"
Porsche 928 S (83-84): "~~3345~~*3212*"
Porsche 944S2 (89-91): "~~2810~~*2644*"
Porsche 968 (93-97): "~~3055~~*2761*"
Porsche Boxster (97-99): "~~2830~~*2600*"
Porsche Boxster (00-02): "~~3050~~*2807*"
Scion FR-S (13-15): "~~2815~~*2655*"
Subaru BRZ (13-15): "~~2815~~*2655*"
Subaru SVX AWD (92-97): "~~3205~~*3002*"

Toyota Celica GTS (00-05): "~~2380~~*2303*"
Toyota Supra (87-92): "~~2925~~*2723*"
Toyota Supra (93-97): "~~3195~~*2970*"
Volkswagen GTI 1.8T (01-06): "~~2425~~*2329*"
Volkswagen Jetta GLS 1.8T (01-03): "~~2425~~*2329*"
Volkswagen Jetta GLI 1.8T: "~~2425~~ *2329*"
Volkswagen GTI FSI (06-09): "~~2700~~*2588*"
Volkswagen GLI FSI (06-09): "~~2700~~*2588*"

ITS
1. #34044 (Mark Liller) Request T4 allowance directly in ITS
In ITS Spec Lines, classify Mazda MX5 (06-10) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Mazda MX5 (06-10)	*4 cylinder*	*87.4x83.1 1998cc*	*2600*	

Legends Car
None.

Production
1. #35073 (Tim Schreyer) Request to Review Z3 2.5 Spec Line
In EP spec line, BMW Z3 2.5L, change weight as follows:
"~~2450~~2500
*~~2511~~2563
**~~2573~~2625"

2. #35253 (Don Tucker) Miata Alternate Head
In EP Spec Lines, Mazda MX-5 /Miata 1.8L (90-97), change weight as follows:
"~~2200~~*2150*"

Mazda MX-5 /Miata (94-97)
"~~2035~~*2000*
*~~2086~~*2050*
**~~2137~~*2100*"

3. #35255 (Anthony Parker) Triumph GT6 Adjustments
In EP spec line, Triumph GT6, make the following change in the Notes section:
"*Two* (2) 1.75" *auto-type* carburetors @ 19~~70~~*40* lbs. *Three (3) Weber 40 DCOE on IR manifold with 28mm chokes @ 1990 lbs.* Laycock overdrive, May use 5 speed gearbox w/o overdrive. ~~Three (3) Weber 40mm DCOE w/28mm venturi on individual runner manifold @ 2020 lb.~~"

4. #35272 (Aaron Johnson) Honda S2000 throttle body
In EP spec line, Honda S2000, make the following changes to its spec line:
Fuel Injected Equipped Throttle Body Inside Diameter: "~~62~~*64*"

Notes: "Comp. Ratio limited to 12.0:1. Valve lift limited to .500". *An adaptor plate can be used to mount the 62mm throttle body from '00-05 to the '06-09 intake manifold. The adaptor plate can be no more than 1.25" thick, and its bore must not exceed the "Fuel Injected Equipped Throttle Body Inside Diameter" maximum spec of 64mm.*"

5. #35315 (Production Committee) Correction within Triumph TR8 Spec Line
In EP spec line, Triumph TR8 (78-81), move the "Dry sump allowed" wording to the appropriate location as follows:
Carburetor. No. & Type: "Zenith Stromberg carbs or fuel injection. ~~Dry sump is allowed.~~"
Notes: "Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Dry sump is allowed."

6. #35317 (Production Committee) Correction to EP 924S/944 Spec Line
In EP spec line, Porsche 944/924S 2.5L (2V) / 2.7L (2V) (83-89), change Weight as follows:
"*2479cc:*
2250~~CC~~
*2306
**2363

2681cc:
2300~~CC~~
*2358
**2415"

FP
1. #35060 (Production Committee) FP data
In FP Spec Line, Acura Integra LS (94-01), change weight as follows:
"~~2235~~*2260*
*~~2291~~*2317*
**~~2347~~*2373*"

In FP Spec Line, Honda Del Sol VTEC (94-97), change weight as follows:
"~~2190~~*2265*
*~~2245~~*2322*
**~~2300~~*2378*"

2. #35250 (Jonathan Spiegel) Corrections to Honda Spec Lines in FP
In FP Spec Lines, change Fuel Injected Equipped Throttle Body Inside Diameter as follows:
Acura Integra GSR (92-93): "*58*"
Honda Civic 1.5 (88-91): "~~NA~~*42*"
Honda Civic EX (90-91): "*55*"
Honda Civic Si (88-91): "~~42~~*55*"
Honda CRX 1.5 (88-91): "~~33 (primary) 42 (secondary)~~*42*"
Honda CRX / CRX Si (84-87): "~~42~~*33 (primary) 42 (secondary)*"
Honda CRX Si (88-91): "~~NA~~*55*"

HP
1. #35138 (Kendall Jones) Parity in HP
In HP Spec Line, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV & 1500, Prep Level 1/2, change Notes section as follows:
"Compression ratio limited to ~~11~~*12*.0:1"

2. #35224 (Michael Walz) Spitfire classification
In HP spec line, Triumph Spitfire 1500, make the following change to the Valves column:
"(I) 3*6.6*~~5.5~~/(1.4~~4~~*4*~~0~~)"

3. #35301 (Darryl Saylor) Front Header/Nose Panel Alternate Material For 84-87 CRX
In HP Spec Lines, Honda CRX/Si (84-87), in Notes, make the following change:
"Compression ratio limited to 11.0:1, Valve lift limited to .390". *The front header/nose body panel can be replaced by a replica which may be constructed of an alternate material provided its appearance remains stock.*"

4. #35318 (Production Committee) Review Classification of HP Mazda 2
In HP spec line, Mazda 2 (11-14), make the following weight changes:
"~~1920~~*1995*
*~~1968~~*2045*
**~~2016~~*2095*"

Spec Miata

1. #35343 (Spec Miata Committee) Spec MX-5 Rules and Regulations

In GCR, Section 9.1.7.1. SPEC MX-5 (SMX), make edits as follows:

9.1.7.1. **D. VEHICLE TECHNICAL SPECIFICATIONS**

3. Chassis

b. All cars must use the front subframe PT# - NE51-34-800C

c. All cars must use the rear subframe PT# - NE51-28-800B.

Re-Letter Appropriately

4. Body

q. It is allowed to apply roll bar padding to the crash support bar (52-070) located behind the front bumper to mitigate damage to the bumper.

Re-Letter Appropriately

6. Engine Modifications

6.2. Engine Block

Honing of cylinders is permitted to *accommodate piston clearance so long as* a maximum standard diameter *is not exceeded* shown in Table 3.

b. The cylinders may be bored *to accommodate* piston clearance requirements *so long as* maximum permitted overbore diameter *is not exceeded* shown in Table 3 below.

Table 3: Piston Sizes		
Piston	Part #	Bore Diameter Max
Standard	0000-01-5310	87.6046mm (3.449”)
Allowed Overbore (.020)	0000-01-5310-OS	88.1126mm (3.469”)

6.13. Lubrication System

a. OEM engine oil filter is required; no substitutions permitted.

b. OEM oil pump PT# L310-14-100J is required and no modifications are permitted.

c. Mazda Motorsports’ competition oil cooler adaptor kit with lines (part # 0000-01-5100KT) is required; no modification is permitted.

d. An oil pressure sensor integrated into the required AIM data acquisition system is required. It must be operational, and a proper value must be visible within the track data when viewed or downloaded in pre or post session inspections.

12. Suspension and Steering: Suspension

a. OEM control arms are required; no modification is permitted.

Re-Letter Appropriately

13. Hubs

c. OEM RX-8 rear uprights, bearings, hubs, and hybrid axel may be used in place of OEM MX-5 parts.

17. Electrical Equipment

d. One of the two OEM alternators (Mazda part # LF9H-18-300R-OA, or part # L3P9-18-300D) is required; no modification is permitted.

g. One of the two OEM alternator drive pulley's part # AJ51-18-W10 (60mm), or part# L813-18-W11(55mm) is required; no modification is permitted.

Re-Letter Appropriately

20. Data Acquisition

*1 A technical evaluation process for cars is available from the Series. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (*data@specmx-5.com*), where data will be reviewed by AiM directly. Failure to adhere to this guideline from the Series, or having non-functioning data, may be grounds for penalty or disqualification by the Series.*

a. Vehicle must be equipped with *current generation* AiM data acquisition system *(configurable in Race Studio 3)* that *can provide* on track data to AiM race studio *3*. The data acquisition system may only read the OBDII/ECU data stream. It is not permitted to alter/manipulate data to and from the ECU. The AiM system may be utilized to trigger a switch I.E., cooling fans or diff cooler pumps but must be wired via a separate analog circuit.

Refer to Section 17: Electrical Equipment above for installation requirements.

b. The connection at the OBDII port for the AiM system may be made in either one of two ways:

1. Through a dedicated OBDII AiM adaptor.

2. By direct wiring to the back of the OBDII port within 3" of the ODBII connector.

c. Fuel pressure datalogging is required.

d. Oil pressure datalogging is required.

21. Mandatory Video Camera

Cars running in Spec MX-5 must have a functioning video recorder/camera during all qualifying and race sessions as more particularly in 9.3.11. Upon request the SCCA a competitor shall provide their video recording/data which may be used by the SCCA for any purpose including but not limited to rule enforcement and marketing. Failure to comply with a video request from officials, or having non-functioning video, will be grounds for penalty or disqualification.

Super Production
None.

Super Touring

STL

1. #35181 (Dan Sheppard) Alternate Carburetor Request for 79-85 RX7 12a
In STL Table B: Alternate Vehicle and Engine Allowances, Mazda RX-7 12A (79-85), change Notes as follows:
"Street Porting of the engine only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting. Stock Nikki 4 bbl carburetor on a stock manifold ~~only.~~ *or auto-type 2 bbl w/42mm choke(s) on a "dual-y" manifold*. Allow the standard removal of emissions related components, and allow air and fuel jets to be corrected. Modification of the water jacket in the area of the spark plug for cooling purposes is permitted."

Touring

T1

1. #35162 (Touring Committee) GT4 batch adjustment in T1
In GCR, Section 9.1.9.1.A.T., change as follows:
"Tires- Tires ~~must conform to GCR section 9.3.TIRES and also~~ must conform to spec line requirements. DOT approved tires are permitted. *Slicks conforming to the spec line are permitted.*"

In Touring 1 - Homologated Cars Spec Lines, 4100- BMW M2 ClubSport Racing, change Must Conform To as follows:
"*Tires conforming to SRO TCX rules allowed.* ~~Must meet factory specs.~~"

In Touring 1 - Homologated Cars Spec Lines, 4120- Ford Mustang FP350S 2017, change as follows:
Must Conform To: "*Tires conforming to Trans Am SGT tire rules allowed* ~~Must meet factory specs.~~"

Chassis Notes: "VIN not required. Additional permitted allowances: ~~DOT tires required. Other~~ consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. Shocks conforming to T1 rules permitted. Alternative rear toe links permitted."

In T1-GT4 Spec Lines, change Chassis Notes as follows:
Aston Martin Vantage AMR GT4: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~ *Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Audi R8 GT4: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

BMW M4 GT4: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Chevrolet Camaro GT4-R: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Ford Mustang GT4: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Maclaren 570S GT4: "*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Mercedes AMG GT4: "*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Porsche 718 Cayman GT4 CS MR: "*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Porsche 718 GT4 RS Club-sport: "*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

Toyota Supra GR GT4: "~~***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***~~*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*"

In T1-GT4 Spec Lines, change as follows:
Aston Martin Vantage AMR GT4:
Weight: "~~3575~~*3490*"
Performance Control: "~~SRO power level ECU Map 3~~*IMSA Map id 11*"

Chevrolet Camaro GT4-R:
Weight: "~~3375~~*3435*"
Performance Control: "~~63~~*62*mm"

Ford Mustang GT4:
Weight: "~~3550~~*3535*"
Performance Control: "~~63~~*71mm* SRO compliant restrictor IMSA ECU Cal"

Maclaren 570S GT4:
Weight: "~~3450~~*3250*"
Performance Control: "~~SRO 2019 BOP ECU map~~*SRO Rest 1*"

Mercedes AMG GT4:
Weight: "~~3450~~*3470*"
Performance Control: "~~Power level 2~~*map 5*"

Porsche 718 Cayman GT4 CS MR:
Weight: "~~3200~~*3250*"
Performance Control: "~~54~~*53.7*mm"

Toyota Supra GR GT4:
Weight: "~~3350~~*3315*"

2. #35192 (Touring Committee) Remove T1 spec lines

In T1 Spec Lines, delete the following spec line numbers in their entirety:
-1000
-1010
-1020
-1040
-1360
-1400
-1410
-1520
-1530
-1540
-1550
-1560
-1570
-1580
-1590
-1600
-1610
-1620
-1630
-1640
-1650
-1660
-1680
-1700
-1710 (both of them)
-1720

T2
1. #35079 (John Heinricy) Rebalance Blackwing Cadillac T2
In T2 Spec Lines, Cadillac CT4-V Blackwing (2022-), change as follows:
Wheel size: "~~(F) 18 x 10 (R)~~ 18 x 11"
Notes: "Sway bars permitted 35mm (f), 30mm (r)"

2. #35130 (Clark Giguiere) M2 CS RACING
In T2 Spec Lines, BMW M2 CS Cup (2020-), change weight as follows:
"~~3600~~*3550*"

In T2 Spec Lines, BMW M235iR (-2016), change weight as follows:
"~~3350~~*3300*"

3. #35139 (David Sanders) Spec Corvette in T2

In T2 Spec Lines, Spec Corvette, change as follows:
Weight: "~~3375~~*3200*"
Notes: "Cars must comply with all Spec Corvette rules dated ~~3-1-21~~ 11-28-22 including fuel and tires. No tire treatment or rubber softeners are permitted. ~~T2 requirements of 3.75" min ride height and 53mm flat plate restrictor required~~. ~~Any 295 DOT tire approved with +200lb.~~ *Limited to 380 HP. Nankang NS-2R Tires conforming to Spec Corvette rules are required.*"

4. #35155 (Scotty B White) T2 Viper BoP
In T2 Spec Lines, Dodge Viper SRT-10 incl. coupe (03-06), change Tire Size as follows:
"(F) 315/35 (R) ~~345/30~~*335/30*"

5. #35156 (Kurt Rezzetano) BOP Adjustment for 5.0L Mustangs
In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change as follows:
Min weight: "~~3500~~*3575*"
Notes: "~~58mm~~*60mm* flat plate restrictor required."

In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), change as follows:
Min Weight: "~~3600~~*3650*"
Notes: "~~58mm~~*59mm* flat plate restrictor required."

In T2 Spec Lines, Ford Mustang GT5.0L(2018-), change as follows:
Min Weight: "~~3600~~*3650*"
Notes: "~~55mm~~*58mm* flat plate restrictor required."

6. #35161 (Joe Aquilante) Take at Look at T-2 BOP
In T2 Spec Lines, Chevrolet Camaro, 1LE (2016-), change as follows:
Min Weight: "~~3550~~*3500*"
Notes: "~~56mm~~*58mm* flat plate restrictor required."

7. #35169 (Carl Fung) C5 Corvette Spec Line Oversight
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change as follows:
Min Weight: :3425 ~~w/56mm flat plate restrictor)~~"
Notes: "59mm flat plate restrictor required."

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13) change Notes as follows:
"LS2: ~~60mm~~*63mm* flat plate restrictor is required. LS3: ~~50mm~~*53mm* flat plate restrictor is required."

T2-T4
1. #35231 (Richard Kulach) Requested Update of Model Years of 370Z
In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change model as follows:
"Nissan 370Z ~~(09-16) / 370Z NISMO Edition (09-13)~~ ,incl. Nismo (2009-2022)"

T3

1. #35106 (Joe Aquilante) T3 Solstice Brakes
In T3 Spec Lines, Pontiac Solstice GXP Coupe / Convertible (07-09), change Brakes as follows:
"(F) 355 ~~296~~ Vented (R) 270 Solid"

2. #35174 (Derek Chan) 350Z Parity Request
In T3 Spec Lines, Nissan 350ZTrack/ Touring/Standard/Nismo(03-08), change as follows:
Weight: "DE Motor: ~~3200~~*3125* HR Motor: 3275"
Notes: "HR Engine: Two ~~44mm~~*47 mm* flat plate restrictors required. DE engine: Cold air intake permitted."

3. #35234 (David Woodle) Update Request for 2010 Mustang GT 4.6
In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), add to Notes the following:
"2010 models may update the front and rear fascia, hood and associated assemblies to the 2013-14 GT style."

4. #35267 (Christopher DeShong) SE46 Continued Parity/ Cold Air Intake request
In T3 Spec Lines, BMW SpecE46, change as follows:
Min Weight: "~~2900~~*2850*"
Notes: "Must conform to all SpecE46 rules Version 2.10. SpecE46 spec tire permitted or any DOT permitted up to 225 permitted. No other touring allowances permitted. Engines may not be modified unless specified in the Spec E46 rules and must conform to touring tech procedures. Driver must possess a current copy of the rules. Dyno results do not ensure engine compliance. *SE46 HP limit does not apply.*"

5. #35278 (Jared Lendrum) Please help the Subaru STIs.
In T3 Spec Lines, Subaru WRX STI (03-07), change Notes as follows:
"*Killer B intake pipe #EJTI and coupler permitted.* ~~37mm~~*39mm* TIR required."

In T3 Spec Lines, Subaru STI (15-20), change as follows:
Min Weight: "~~3350~~*3450*"
Notes: "*Killer B intake pipe #EJTI and coupler permitted.* ~~37mm~~*40mm* TIR required."

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Notes as follows:
"*Killer B intake pipe #EJTI and coupler permitted.* ~~37mm~~*39mm* Turbo inlet restrictor required."

T4
1. #34232 (Josh Smith) Mazda MX-5 ND1 Spec Line Request
In T4 Spec Lines, Mazda MX-5 Miata/Club/ RF (16-18), change as follows:
Weight: "~~2650~~ 2700"
Notes: "Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following item(s) must remain stock: transmission differential unless specified below. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. 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). 29mm (f) 16mm (r) sway bars allowed. 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).~~ *Up to 500lb front and 300lb rear springs allowed. Mazda Motorsports Header part #0000-06-5410 allowed. Mazda tower brace 0000-04-5626 allowed.*"
2. #35038 (Luis Goncalves) BRZ/FRS/86 Spring Allowance

In T4 Spec Lines, Scion FR-S/10 series (13-16), change Notes as follows:
"~~Eibach 82105.320, 4.10582 and SPC 67660 allowed.~~ *Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed.* Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. 55mm flat plate restrictor required. Only 17" wheels permitted."

In T4 Spec Lines, Subaru BRZ/ BRZ Limited (13-16), change Notes as follows:
"~~Eibach 82105.320, 4.10582 and SPC 67660 allowed.~~ *Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed.* Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. 55mm flat plate restrictor required. Only 17" wheels permitted."

In T4 Spec Lines, Subaru BRZ (17-21), change Notes as follows:
"~~Eibach 82105.320, 4.10582 and SPC 67660 allowed.~~ *Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed.* Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. 55mm flat plate restrictor required. Only 17" wheels permitted."

In T4 Spec Lines, Toyota 86, GT (17-21), change Notes as follows:
"~~Eibach 82105.320, 4.10582 and SPC 67660 allowed.~~ *Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed.* Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. 55mm flat plate restrictor required. Only 17" wheels permitted."

3. #35219 (Oscar Jackson) TSX Allowance
In T4 Spec Lines, Acura TSX (2004-2008), add to Notes the following:
"*Header allowed.*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Eric Fulkerson vs. SOM COA Ref. No. 23-21-NP
December 20, 2023

FACTS IN BRIEF
On October 29, 2023, at the San Francisco Region (SFR) Championship Series Regional 17 event held at Thunderhill Raceway Park, Assistant Chief Steward Jim Rogaski filed a Request for Action (RFA) seeking investigation of car-to-car contact between Eric Fulkerson, driver of Spec Racer Ford 3 (SRF3) #141, and Bill Booth, driver of SRF3 #57, at Turn 3.

The Stewards of the Meeting (SOM) Bev Heilicher and Dave Deborde (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Fulkerson violated General Competition Rules (GCR) 6.11.1.(On Course Drivers Conduct) by failing to leave racing room for SRF3 #57. The SOM penalized Mr. Fulkerson with a two race weekend probation and assessed 3 penalty points on his competition license.

Mr. Fulkerson appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and James Foyle (Chairman) met on December 7, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Fulkerson, submitted November 3, 2023.
2. Notification of Appeal, received November 29, 2023.
3. Official Observer's Report, in-car videos, and related documents, received November 29, 2023.
4. Additional in-car video from a trailing car, received November 29, 2023.

FINDINGS
In his appeal, Mr. Fulkerson asserted he left adequate racing room for SRF3 #57. In his opinion, any contact which occurred was a result of Car #57 "not maintaining trajectory likely due to oversteer", resulting in the rear tire to tire contact.

Mr. Fulkerson further claimed any contact was due to loss of traction and not lack of racing room. Mr. Fulkerson stated, "I had no ability to control the actions of the other vehicle". In addition, he argued the incident should be considered "a racing incident rather than a violation."

The COA reviewed all provided information and in-car videos and finds Mr. Fulkerson provided insufficient racing room to Mr. Booth. Mr. Fulkerson was to the left of Mr. Booth attempting to complete a pass, while still aligning himself to set up for the next turn, which was a right-hand turn. Mr. Fulkerson made contact twice with Mr. Booth's car, causing Mr. Fulkerson to be unable to maintain control of his car and he slid off onto the grass on the left. Mr. Booth continued.

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

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CLUB RACING BOARD MINUTES | January 2, 2024
The Club Racing Board met by teleconference on January 2, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

B-Spec

1. #35394 (B-Spec/C-Spec Committee) Goodyear Eagle RS Tire - B-Spec
The following link/attachment is regarding best practices, pricing, and distribution for the Eagle RS tires.
https://cdn.connectsites.net/user_files/scca/downloads/000/070/378/BSpecTires_GY.pdf?1702400144

SMX

1. #35572 SMX (SCCA Staff) SMX Compliance Fee Member Advisory
Effective 3/1/2024 all SMX cars will be charged a $20 Class Compliance Fee at all U.S. Tour Majors events including the Super Tour and Conference Majors.

No Action Required

AS

1. #35237 (Pamela Richardson) Letter 35011
Thank you for your input.

2. #35238 (Tom Brown) Do Not Classify 70-81 Camaro
Thank you for your input.

3. #35239 (Andy McDermid) 70-81 Camaro
Thank you for your input.

4. #35240 (Jason Smith) Disagree with prelim tech bulletin for 70-81 Camaro/Firebird
Thank you for your input.

5. #35241 (James Wheeler) Letter #33659
Thank you for your input.

6. #35244 (Ted Johnson) Tech bulletin
Thank you for your input.

7. #35247 (Matt Regan) Fastrack #33659
Thank you for your input.

8. #35248 (David Henderson) 2 gen camaro and firebird
Thank you for your input.

9. #35273 (Jason Conley) 70-81 Camaro in AS
Thank you for your input.

10. #35275 (Jonathon Reitz) Opinion regarding #33659 70-81 Camaro/Firebird
Thank you for your input.

11. #35418 (Kyle Gilbert) Volunteer For American Sedan Advisory Committee
Thank you for your input.

HP

1. #35392 (Michael Walz) Re: Letter #35224 of November 12, 2023
Thank you for your letter. Letter writer was contacted, the topic was discussed, and he understands that the "Track" on a spec line is a MAX value. The configuration he's wanting to run is already legal per the existing rules and Spitfire classifications.

T1

1. #35271 (David Mead) Relist Ford S197 chassis with Coyote 5200 OEM engine
Thank you for your letter. Please see letter # 35379 in current Fastrack. The S197 with the 5.2 liter is still classed.

T3

1. #35290 (Tim Myers) Feedback global MX -5 staying in T3 versus T4
Thank you for your letter. We agree that the ND2 Global MX5 does not fit in T4; it is appropriately classed in T3. Under its current configuration it has set track records and has won major races in T3.

Not Recommended

FX

1. #35331 (Gerald Morris) Chassis Addition to Class
Thank you for your letter. The Club Racing Board does not recommend either of the suggested classifications at this time. The Tatuus USF-17's carbon fiber chassis is inappropriate for classification in FC, and the available information indicates that the USF-17's performance may be superior to that of the cars currently classified in FX. The advisory committee attempted to obtain additional information about the USF-17 from the writer but received no reply. The committee will need complete specifications for the USF-17 if the writer remains interested in classification.

General

1. #35366 (Ron Olsen) Request to Allow Competitors to View Data
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #34954 in the January 2024 Fastrack.

GT1

1. #35076 (Michael MCALEENAN) Request to classify SLC in GT1
Thank you for your letter. This car is currently classified in GTX which is where the CRB believes it belongs at this time.

GT2

1. #35295 (Alex Peitz) Request C8 for GT2
Thank you for your letter. The CRB currently have a one year old C8 request in limbo because the GT2-ST rules create running issues. So the CRB is requesting that this car stay in T1 until which time the C8 rules get sorted out. You could also request to be classified GT1-ST.

GTL

1. #35114 (Michael Lewis) Equalization of Trap Speeds in GTL

Thank you for your letter. The CRB is very aware of the potential issues that you speak of and will continue to monitor the class.

FP

1. #35387 (Jonathan Spiegel) Spec line allowances for Honda Civic and CRX 1.5 (88-91)
Thank you for your letter. The recent allowance was very clear in its intent; specifically it permits a single throttle body to replace a single carb on cars that don't otherwise have a fuel injection option. This requested change is outside of that scope and is not recommended.

HP

1. #35330 (David Boles) weight reduction for MK3 Volkswagen Golf
Thank you for your letter. This change is not recommended as no additional reasoning has been provided, or data collected, since the last time this was considered. The fact that one classification received an adjustment does not provide justification for adjustment for another.

2. #35354 (Vince LaManna) Proposed Rule change for VW Rabbit 1.7L
Thank you for your letter; this change is not recommended. If there's a desire to run the 1.8L crank then Mr. LaManna should consider using the 1.8L engine which is also classified as an option in HP in this chassis and is a well-known, competitive option. As for the weight of the VW (1.7L and 1.6L) the Committee finds it to be appropriate at this time. It is understood that these engines will not have the top-end speed of the 1.8L, but they are also classified at a substantially lighter weight providing other performance attributes. Upon further request by Mr. LaManna (to be submitted through the letter system) the PAC would be open to collecting data on his car during the 2024 season.

3. #35370 (Alan Lesher) Move SOHC Neon to HP.
Thank you for your letter but the performance potential of the Neon, with either the SOHC or DOHC engine, does not fit within HP. All of the current HP classifications with 2.0L SOHC engines utilize only 8-valves with restrictive head and intake manifold designs. This is not the case with the Neon which uses modern cross-flow heads with 16-valves, an intake manifold with individual runners, and multi-port fuel injection. These cars (Neon SOHC & DOHC) need to show their potential in FP when actually built to the limits of the Production rules before adjustments to their classifications will be considered.

4. #35426 (G Brian Metcalf) Request to Add 2006 - 2011 VW Beetle to Spec Line.
Thank you for your letter, but this addition is not recommended. The '06-'10 Beetle came with a 2.5L engine, larger brakes, and other cosmetic changes, all of which make it a different car than the '98-'05 and push it beyond the performance scope of HP. It is also not a feasible to specify or restrict which parts from which years of a production run can be used within a spec line.
Please note that it is already legal to use identical parts to those that were fitted as Original Equipment even if they were pulled from a car that's not within the model/trim/year limitations of the spec line.

T1

1. #35270 (David Mead) Relist Honda S2000 with Rotrex S/C

Thank you for your letter. The new 2023 Touring 1 rules clarified the intent and direction of the class. Therein it is noted that it is moving away from the STO type cars. It further notes that the T1 target weight should be greater than 3000 lbs. This particular car is too far outside of the target.

T3

1. #35359 (Steve Davis) T2/T3 Intake Tubing
Thank you for your letter. The BOP has been established with the current allowances. If you have an issue, please explain in greater detail and request a specific part.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a 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.

SMX5

1. #35381 (Spec Mazda (SM/SMX) Committee) Fire Bottle Language - Delete
In GCR Section 9.1.7.1.D.19.c, Make change as follows:
c. Installation of a f~~ire extinguisher or~~ fire system is required.

Taken Care Of

AS

1. #33648 (Alex Lozano) Request to Allow CTSV to use Tremec TR6060 Transmission
Thank you for your letter. Transmission ratios are now listed in the Spec line for the 6060

2. #34154 (Curt Faigle) AS Tire List Requests
Thank you for your letter. These tires are being included in the proposed rule set included in letter #35441.

3. #35183 (Nathan Hamlisch) Racing Tires
Thank you for your letter. The tire size to weight has been addressed in the proposed 2024 rule set in letter #35441. Please refer to your spec line for tire size.

4. #35349 (Tom Brown) 2010-2015 ZL1 Camaro Front Facia
Thank you for your letter. This has been added to the spec line.

HP

1. #35427 (G Brian Metcalf) Please change the end year for letter #35426 to be 2010.
Thank you for your letter. Please see response to Letter #35426.

STL

1. #35015 (Chris Childs) Request for Adjustments
Thank you for your letter. Please see letter # 35112 in current Fastrack.

T2

1. #35350 (Thomas Burek) Spec Line #1680 Re-Instated for 2024
Thank you for your letter Please see letter # 35379 in current Fastrack.

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T4

1. #35325 (Jonathan Black) ND EMCO Mazda Motorsports Gear Request
Thank you for your letter. Please see letter # 35352 in current Fastrack. To simplify the request it was included with another for the same spec line.

2. #35405 (Jonathan Wickert) C-Spec Eligibility in T4
Thank you for your letter. Please see letter #35374 in the current Fastrack. The touring rules allow cars in a class to compete in the next faster class. T4 can compete in T3, T3 in T2, etc. +
We do not allow cars to compete 2 steps up; a T4 car would be a hazard in T2. Allowing C-spec in T4 is consistent with this philosophy whereas allowing B-spec in T4 is not. With the creation of C-spec there is another place for a B-spec car to compete.

What Do You Think

AS

1. #35441 (Tom Brown) 2024 Ruleset
The American Sedan is submitting the following ruleset for feedback through crbscca.com. Please respond with suggestions including implementation date.

9.1.6. AMERICAN SEDAN CATEGORY

These specifications are part of the SCCA GCR, and all automobiles shall conform to GCR Section 9.

1. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in lower cost V8 powered automobiles, suitable for racing competition. Cars eligible for this class are listed at the end of 9.1.6. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. Modifications will be grouped into two categories, "Full" preparation and "Restricted" preparation. All modifications will specify the category to which they apply. The Club may alter or adjust certain specifications to equate competitive potential.

2. INTENT

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

A. The competitiveness of any car in American Sedan shall not be guaranteed.
Restricted Preparation Cars Only: Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/ or Internet access to manufacturer sponsored web-based data-bases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/ Service Manual upon request is adequate for disqualification from any event.

3. SPECIFICATIONS

A. To maintain the restricted basis of American Sedan, updating and/
B. or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as

originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.

C. Cars are classified by year, make, model and/or engine displacement (see Section E., "Car Classification").
D. Restricted Preparation American Sedan cars must provide their Vehicle Identification Number (VIN), upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.
E. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.
F. Cars potentially eligible for Restricted Preparation may be required to run in Touring for at least two years before being classified in American Sedan. Cars not classified in Touring will be considered, on an individual basis, when adequate information is available to determine correct specifications.
G. Where Factory Specifications are absent or unclear, SCCA may establish an acceptable dimension and/or tolerance from known stock parts.
H. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.

4. AUTHORIZED MODIFICATIONS

The following modifications are authorized on American Sedan Category cars. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules.

1) Engine (additional specs., see Section F – Engine Build Sheets)

a) Full preparation cars only:

1. All cars shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, and exhaust crossover may be blocked, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.
2. Any external throttle linkage to the carburetor may be used. Choke mechanisms, plates, rods and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
3. All air entering the intake tract shall pass through the carburetor air inlet.
4. An open-sided, closed-top air cleaner assembly, with a maximum diameter of 16 inches, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required.
5. Filter element material is unrestricted.
6. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.

b) Restricted preparation cars only:

1. All unmodified OEM induction system components (such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.
2. Non-OEM Cold air induction systems are prohibited unless indicated on specification line.
3. Air filter element material is unrestricted.
4. Restrictor plates may be required. Refer to vehicle specification line.

2. Fuel Pumps/Lines:

1. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is removed, a blanking plate may be used to cover the original mounting location.

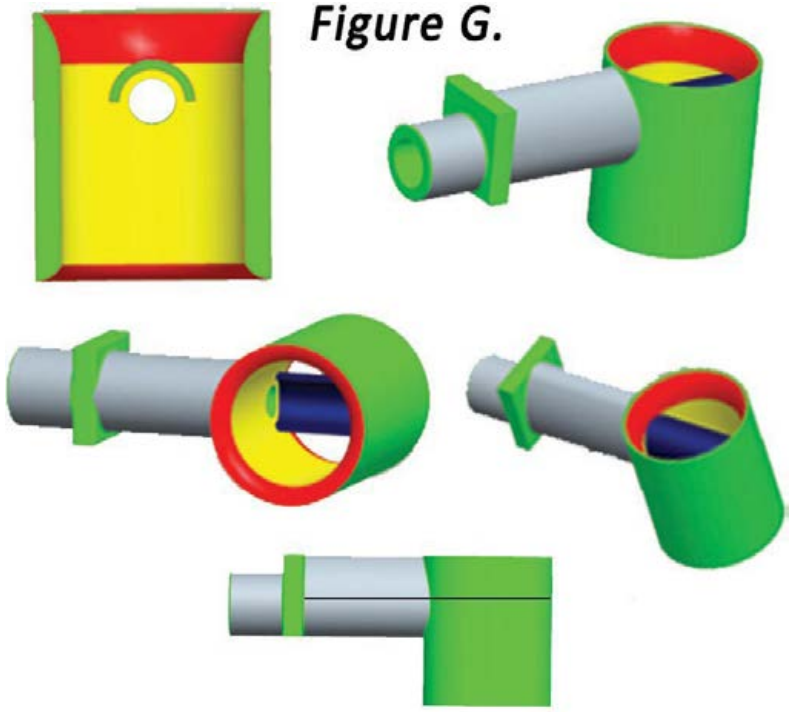
2. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

3. Fuel Delivery:
   a. Full preparation cars only:
      1. Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers "4776". Additional numbers stamped on the horn section of the carburetor, such as "-X" (indicating the die lot number for that carburetor) and "XXXX" (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (each base gasket can be no thicker than .125 inches) may be used, one on each side of the insulator.

      2. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). Vent tubes may be modified or replaced and must be no taller than 2.0" when measured from the circular air cleaner mounting surface on the carburetor to the topmost part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.

Boosters must be shaped as shown fig. g below:

Figure G.



Note: black line represents a casting line that should be present.

b. Restricted preparation cars only:
   1. OEM fuel injectors and fuel rail assembly must be maintained. To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.
   2. The engine management computer or ECU may be altered but not replaced. All modifications shall be done within the original housing. ECUs must be able to communicate through the stock OBD reader port.

4. Exhaust emission control:
   1. A.I.R. (Air Injection Reaction) pumps, associated lines, nozzles, and other electrical/ mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.
   2. Catalytic converter(s) may be removed.

5. Exhaust:
   a. Full preparation cars only:
      1. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625-inch O.D., measured at any tube location one (1) inch from the flange to the collector.
      2. Exhaust after the manifolds/headers must meet the below requirements but is otherwise unrestricted.
      3. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
      4. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.
   b. Restricted preparation cars only:
      1. OEM exhaust manifolds must be maintained unless indicated on a specification line.
      2. Oxygen sensors may be removed and plugged.
      3. Exhaust after the manifolds must meet the below requirements but is otherwise unrestricted.
      4. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
      5. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.

6. Ignition System:
   a. Full preparation cars only:
      1. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.
      2. Crank fire ignition systems are prohibited.
      3. Any spark plugs, single coil, and ignition wires may be used.
      4. Ignition timing is unrestricted.
   b. Restricted preparation cars only:
      1. OEM or factory equivalent ignition system must be utilized for detection and distribution.
      2. OEM or factory equivalent coils must be utilized.
      3. Any spark plugs and ignition wires may be used.
      4. Ignition timing is unrestricted.
7. Battery:
      1. Any 12-volt battery may be used.
      2. The battery may be relocated as per GCR section 9.3 Batteries.
      3. Additional battery hold down devices may be used and are strongly recommended.
8. Camshaft/Valvetrain:
   a. Full preparation cars only:
      1. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash.
      2. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and gear driven timing systems are prohibited unless fitted as original equipment.
      3. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or "mushroom" lifters are prohibited. See Section F – Engine Build Sheets for additional specifications.
      4. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.
      5. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted using a minimum of eight shafts. Valve train stud girdles are allowed.
      6. Pushrods may be replaced with any pushrods of steel (ferrous) material.
      7. Valve covers are unrestricted.
   b. Restricted preparation cars only:
      1. OEM camshaft and valvetrain components must be utilized based on vehicle year and model. Updating and/ or backdating within a specification line is permitted.
      2. All camshaft/valvetrain hardware shall be installed/timed in conformance with those specifications and procedures outlined by the vehicle's manufacturer.
      3. Alternate camshafts may be specified for performance equity. See specification line.
      4. Valve covers are unrestricted.
9. Oiling system:
      1. Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted.
      2. A pressure accumulator/" Accusump" may be fitted.
      3. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork.
      4. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose.
      5. Engine oil and oil additives are unrestricted.
      6. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/ passenger compartment.
10. Accessory Drive:
   a. Full preparation cars only:

2. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.
3. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.
4. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs maybe added.
5. Any power steering and/or alternator brackets may be used if they perform the same mounting function as the originals.
6. Air conditioning systems may be removed in whole or in part.

b. Restricted preparation cars only:

7. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.
8. OEM or factory equivalent alternator, power steering pump and water pump may be used for repair purposes.
9. Air conditioning systems may be removed in whole or in part.

11. Engine Components:

(a) Full preparation cars only:

6. Engine block shall be cast iron as produced by the vehicle's manufacturer and must meet the requirements in Section F – Engine Build Sheets.
7. Main cap girdles may be fitted.
8. Any aluminum replacement piston with three piston rings may be used. See Section F –Engine Build Sheets for additional specifications.
9. Piston rings are unrestricted.
10. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.
11. An alternate, commercially available, vibration dampener may be fitted.
12. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from or added to the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.
13. The throat area of the port consists of a single cut up to a maximum 90-degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast-iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than 1.100 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined, or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. No material shall be removed, added, or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined, or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re- welded) for any reason. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.
14. Valve guide material is unrestricted.
15. Milling of the cylinder head to increase compression ratio is permitted.

16. Any or all valve seats may be replaced. Valve seat material must be ferrous.
17. The combustion chamber may be repaired or modified in the area shown in Section F –Engine Build Sheets, drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2. This repair/modification may serve no other purpose.
18. Only stock, steel, or stainless-steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used.
19. A valve job will consist of 3 valve angles only not including the throat cut angle. Each of these valve angles is open. The widths of the valve angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. All valve cuts must be concentric with the valve stem. Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.
20. Aftermarket starters mounted in stock location are permitted.
21. Engine gaskets are unrestricted.
22. Motor mounts are unrestricted. Engine must remain in the original, or approved location.

(b) Restricted preparation cars only:

6. OEM engine components must be utilized based on vehicle year and model. Updating and/or backdating within a specification line is permitted. Replacement parts may be purchased from alternative standard outlets such as parts stores, provided they are equivalent of the stock OEM part. Replacements parts include:
7. Pistons and rings Bearings
8. Oil pump Starter Seals Gaskets
9. OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches over the bore size listed in vehicle's specification line allowed).
10. OEM oversized piston rings or factory equivalent may be used for repair purposes.
11. OEM oversized bearings or factory equivalent may be used for repair purposes.
12. Engine repair procedures shall be performed utilizing OEM procedure or Factory Service bulletins. Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.
13. Balancing is allowed. Removal of material solely for the purposes of balancing is permitted.
14. Motor mounts are unrestricted. Engine must remain in the original location.
15. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.

12. Flywheel/Clutch:

(a) Full preparation cars only:

6. Any flywheel of stock diameter and weighing a minimum of 15.0 lbs. with ring gear may be used.
7. Any clutch disc and pressure plate of stock diameter may be used.
8. Pressure plate/clutch cover assembly shall be ferrous only and shall bolt in the original stock mounting location.
9. Balancing of the flywheel/clutch cover assembly/pressure plate is permitted.
10. SFI 1.1 or 1.2 spec flywheel and clutch are allowed,they must meet the above specifications. Method of clutch actuation is unrestricted.

(b) Restricted preparation cars only:

6. OEM or factory equivalent flywheel, clutch disc, pressure plate, and throwout bearing must be utilized.

7. OEM method of clutch actuation must be maintained. i.e., hydraulic, or mechanical with concentric or lever style throwout bearing.

13. Misc. Engine Components:
    1. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.

14. Cleaning:
    1. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.

15. Coatings/Paint:
    1. Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive- train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.

16. Engine Cooling System:
    (i) Radiator:
    1. Any radiator may be used, provided it can be mounted in the original location and requires no body or chassis modifications to install.
    2. Catch and/or expansion tanks may be added or substituted.
    3. Engine coolant fluid is unrestricted.
    4. Coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.
    5. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils and controls. Any resulting holes in the firewall must be plugged or covered.
    6. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
    7. Screens may be mounted in front of the radiator and/or oil cooler(s) and must be contained within the bodywork.

17. Coolers:
    1. Engine and power steering oil cooler(s) may be added or substituted.
    2. Location within the chassis is free, provided that it/they are not mounted within the driver/passenger compartment.

18. Cooling
    (i) Fans:
    1. Any cooling fans may be used. Cooling fans may be removed.
    2. Electrically operated fans with manual or automatic actuation may be fitted.

19. Transmission/Final Drive:
    (a) Transmission: Full preparation cars only:
    1. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic, or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a 50 lbs. weight penalty. Any first gear ratio greater than 2.5 is permitted.
    2. Any conventional H-pattern, non-sequential shifter may be used.
    3. Transmission mounts are unrestricted.
    4. Transmission lubricants are unrestricted.
    5. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.
    (b) Transmission: Restricted preparation cars only:
    1. OEM or Factory equivalent transmission components must be utilized. Updating and/or backdating within a specification line is permitted.
    2. Transmission repair procedures may be performed utilizing OEM procedures.

3. Any conventional H-pattern, non-sequential shifter may be used.
4. Transmission mounts are unrestricted.
5. Transmission lubricants are unrestricted.
6. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.

20. Driveshaft:
    (a) Full preparation cars only:
        1. OEM driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction.
        2. The driveshaft may be modified to fit alternate differentials and/or transmissions.
        3. Driveshaft loops are permitted/recommended.
    (a) Restricted preparation cars only:
        1. OEM driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction.
        2. Driveshaft loops are permitted/recommended.

21. Rear Axle/Final Drive:
    (a) Full preparation cars only:
        1. Any OEM rear axle assembly is permitted, provided it was available in the listed vehicles contained within the specification line.
        2. Ford 9" rear axles are permitted in all cars. Center section shall be of ferrous material.
        3. Dana 44 axles are permitted in all cars.
        4. Any final drive ratio is permitted.
        5. Any limited slip or locked differential is permitted.
        6. C-clip eliminators are permitted.
        7. Full floater axles are permitted.
        8. Aftermarket or modified rear differential covers are allowed.
        9. Differential coolers are permitted. Dry Sump differential coolers are not permitted.
        10. For any rear axle assembly, welding of the rear axle tubes is permitted.
    (b) Restricted preparation cars only:
        1. Any OEM rear axle is permitted, provided it was available in the listed vehicles contained within the specification line.
        2. Any final drive ratio is permitted, provided it fits the allowed stock differential housing without modification to the housing.
        3. Any limited slip or locked differential is permitted.
        4. Aftermarket or modified rear differential covers are allowed.
        5. Aftermarket axle shafts and bearings are allowed.
        6. Differential coolers are permitted. Dry Sump differential coolers are not permitted.
        7. C-clip eliminators are permitted.
        8. For any rear axle assembly, welding of the rear axle tubes is permitted.

22. Suspension:
    (1) 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 clad- ding, or fasteners.
    (2) Springs and Shock Absorbers:
        (a) Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. Front suspension coil over springs and shocks are prohibited, unless fitted as original equipment. Rear spring relocation to the shock is permitted.
        (b) Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber maybe capable of adjustment from within the cockpit or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems while the car is in motion. Magnetic shocks are not permitted.

(c) Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.

(d) Spacers, including threaded units with adjustable spring seats (weight jacks), may be used to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.

(e) Limiting straps to preclude a spring from becoming dislodged are permitted.

(3) Suspension Control:

(a) Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, Panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.

(4) Suspension Mounting Points:

(a) Cars may adjust camber by the use of eccentric bushings at the lower control arm pivot points, by the use of eccentric bushings at the upper suspension control mounting points, and/or by use of slotted adjusting plates at the upper suspension mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the upper suspension mounting point to facilitate installation of adjuster plate.

(b) Rear camber shall be no more than 1/2 degree negative per side. If equipped with IRS, rear camber shall be no more than 2 degree negative per side.

(c) All forms of suspension may adjust caster by means of shims or eccentric bushings. All cars may adjust caster at the upper suspension mounting point/plate.

(d) One (1) stay rod may be fitted between the upper front strut/shock towers. One (1) reinforcement bar may be fitted between each front strut/shock tower and the firewall.

(e) Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e., equal, or higher durometer rating). “Air”, foam, or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. 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. 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.

(f) Any rubber bump stops may be used, but their chassis mounts, brackets, etc., shall not be altered in any way. Rubber bump stops may be removed.

(g) Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arm on GM F-body cars and the upper arm on Ford Mustangs is allowed. Pick-up points, on the chassis, for front and rear lower control arms, shocks, and springs, must remain in the original location.

(h) The use of offset steering rack bushings is permitted. Any tie rods and tie rod ends may be used. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

23. Brake System:

i. Materials:

1. Brake pads, brake linings, and brake fluid are unrestricted.
2. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted.
3. Hubs shall be of ferrous material or aluminum.
4. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.

5. Rotor shall be of ferrous material. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.
6. Mounting brackets shall be of metallic material.
7. Materials may differ from above if OEM hardware is utilized.
8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.

ii. Components: Full preparation cars only:
1. 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.
2. Parking brakes, mechanisms, and actuating components may be removed.
3. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.
4. Front spindles/knuckles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.
5. Any front caliper using four (4) or fewer pistons and using one (1) brake line per caliper is allowed.
6. Any rear caliper using four or fewer pistons and using one brake line per caliper is allowed.
7. Rear caliper mounting brackets may be substituted

iii. Components: Restricted preparation cars only:
1. 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.
2. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hard- ware must be utilized.
3. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 13.1 inches X 1.27 inches. (full prep spec lines 10x)

iv. System Control:
1. Brake system circuitry may be revised.
2. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar).
3. Any pedal assembly, including the throttle pedal, clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be used. The pedal assembly, and master cylinders, may be relocated. Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation and shall not serve any other purpose. Dead pedal/footrest and heel stop may be added.
4. Any brake booster may be used. The brake booster may be removed. A vacuum reservoir or booster may be added
5. A brake-bias adjustment cable is permitted.
6. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.
7. ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.

24) Wheels/Tires:

(i) Wheels:
1. Maximum wheel diameter is 17 inches, unless otherwise indicated within the vehicle specification line.
2. Maximum wheel width is restricted based on the following: Vehicles with max tire size of 275mm, max rim width is 10 inches Vehicles with max tire size of 295mm, max rim width is 11 inches Vehicles with max tire size of 315mm, max rim width is 12 inches Vehicles with max tire size of 335mm, max rim width is 13 inches Unless indicated within the vehicle specification line.
3. Knockoff or quick-change type wheels are prohibited.

4. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
5. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground.
6. Any wheel stud, bolt, and/or nut is permitted.

(ii) Tires:

1. Max tire size for all cars is 275, unless indicated within the vehicle specification line.
2. Weight penalty for increased width may be assigned within specification line.
3. Tires must conform to GCR section 9.3 Tires.
4. American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:
5. BFGoodrich R1 & R1S Goodyear DOT radial DOT R compound Hankook Ventus Z214 C51/Medium Hoosier R7 or R6 or WET/H20 or W2 Kumho Ecsta V700 series Nitto NT01 Toyo R888, Toyo Proxes RA1, or Proxes RR Yokohama A048, A052, *ADVAN or AO55 Maxxis RC-1*
6. Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.
7. The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate. From this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications.
8. Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence.

24) Body/Structure:

(i) Fenders:

1. Fenders and wheel openings shall remain unmodified.
2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.
3. 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.
4. Any non-metallic inner fender liners may be used or removed.

(ii) Air Dams/Spoilers:

1. A front spoiler/air dam is permitted.
2. The front spoiler/air dam shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground.
3. The front spoiler/air dam shall be mounted to the body, and shall extend no higher than four inches above the horizontal centerline of the front wheel hubs. No part of the front spoiler/air dam shall be lower than three (3.0) inches from the ground. OEM (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.
4. The front spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs.
5. The front spoiler/air dam shall not cover the normal grille opening(s) at the front of the car.
6. Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.
7. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the specification line for that vehicle.

(iii) Bumpers/Fascia:

1. Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. Bumper absorbing material may be removed.
2. Front parking/fog light assemblies may be removed for ducting of air.

(iv) Hood/Roof/Trunk/Rear Deck:

1. Hood and trunk pins, clips, or positive action external latches are permitted.
2. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.
3. Any hood/trunk hinges may be used. Hood/trunk hinges may be removed.

4. Under hood bracing on stock hoods, trunks, and rear decks may be modified or removed.
5. Steel, aluminum, or fiberglass hoods may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height. Otherwise, the external profile of the hood shall remain stock.
6. Ram air openings and rear openings must be blocked off to prevent passage of air.
7. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

(v) Glass:

1. OEM or factory equivalent windshield is required.
2. Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.
3. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.
4. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12) must be OEM or factory equivalent.
5. Windshield defrosters are allowed as long as they serve no other purpose.
6. Any windshield wipers, motors, arms, and brackets maybe used or removed.

(vi) Doors:

1. The door window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed.
2. The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.

(vii) Frame/Subframe:

1. The frame or subframe shall be stock for body used.
2. The front and rear subframes may be tied together (front to rear, without crossing the center- line of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125".
3. Sub frame connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member. Seam/ stitch welding is permitted.
4. A connector may be added between the left and right front frame rails forward of the front axle centerline.

(viii) Weather Stripping/Seals:

1. Engine compartment, trunk, hatch, and door rubber seals or weatherstripping may be removed.

(ix) Repair/Modification:

1. All chassis/structural repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions.
2. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited.
3. Unless authorized in this rule set, alteration by adding any materials, such as, but not limited to, tape, stickers, metal, or vinyl, for the purposes of improving aerodynamics is prohibited.
4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.
5. All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered.

25. Driver/Passenger Compartment:

(i) Interior:

1. All seats and seat brackets may be removed.
2. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.
3. In those automobiles where rear seat back removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.
4. Any steering wheel except wood rimmed types may be used.
5. Any gear shift knob may be used.
6. Gauges and instruments are unrestricted. Any instrument panel may be used.
7. Any interior or exterior mirrors may be used.
8. Sunvisors, seat belts and their attaching hardware and bracketry may be removed.
9. Complete removal of interior panels is allowed in all or part.
10. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
11. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/ trunk/spare tire area.
12. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows.

26. Safety:

(i) Restraint Systems:
1. Airbags/passive restraint systems shall be removed.

(ii) Headlights:
1. Headlight and headlight operating ancillaries may be removed.
2. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.
3. OEM light assemblies (i.e., foglamps, driving lights, etc.) mounted on, in or below the bumper shall be removed. Resulting holes may be closed or used for the purpose of ducting air to the brakes, cooler and or radiator as permitted.

(iii) Steering Column:
1. The steering column is unrestricted.
2. A collapsible type steering column is strongly recommended.
3. The driver's normal seated position must not be relocated.
4. Full Preparation cars that have OEM electric steering may remove it.

(iv) Roll Cage:
1. All cars must have a roll cage as specified in 9.4 Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4 GT Roll cages, or Appendix J – 2004 Roll Cage Rules.

26. Miscellaneous:

(i) Hardware/Fasteners:
1. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

(ii) Wiring:
1. Removal of wiring associated with a component which may be removed by these rules is permitted.
2. All non-essential wiring, switches, gauges, horns, flashers, relays, and lights may be removed.
3. Existing wiring may be substituted.

5. CAR CLASSIFICATION

No automatic transmissions, turbochargers/superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. NOTE: For competition in American Sedan, Full Preparation General Motors products shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Full Preparation Ford products shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.

6. ENGINE BUILD SHEETS (Full Preparation only)

(a) Full Preparation (Full prep Verbiage)

1. Crate Motor equipped full preparation vehicles.
2. The following "Crate motors" may be utilized in Full preparation vehicles:
3. Ford Performance M-6007-D347SR7 engine assembly for Ford produced vehicles.
4. GM Performance parts CT400 P/N-19370604 or 19370604 engine assembly for GM produced vehicles.
5. No modifications may be made to these engine assemblies except the following listed components. All replaced components must be replaced with components meeting existing full preparation rules. If components are not furnished with the "Crate Motor" assembly, all additional components must meet existing Full preparation rules:
   a. Oil pan and oil pump pickup.
   b. Valve/Rocker covers.
   c. Distributor assembly
   d. Spark plugs
   e. Water pump
   f. Thermostat
   g. Fuel pump
6. Disassembly of the engine is permitted for repair. All components must be replaced with exact OEM replacement components.
7. "Crate Motor" equipped vehicles are not subject to additional weight additions due to increased displacement. Adjustments to min weights may be made to balance performance if necessary. Refer to specification line for minimum weight requirements.

No. of Cylinders: V-8 Bore (Max): 4.040" Stroke(Max):3.500"
Compression Ratio: 10.30 Max.
Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)
Valve Lift: 0.5000" Max. @ 0.0000" lash Head Casting #'s: see spec lines.
BLOCK
Crankshaft Housing Bore: 2.4412-2.6416" Block Deck Height:
GM: GM: 8.9970"-9.0430"
Ford: 8.1880-8.2240"
Bore Spacing:
GM: 4.4000"
Ford: 4.3800"
Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings.
Options:

- One-piece rear main seal adapter (with seal) may be used.
- Cylinder block oil restrictors may be installed.
- Block may be machined for the purpose of installing cylinder O-rings.
- Block may be machined to true warped surfaces.
- Block casting seam flash may be deburred.
- Lifter bore sleeving is permitted.
- A maximum of two cylinders may be sleeved.
- Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.
- Blocks may be machined to accept four bolt bearing caps.
- GM vehicles – Dart P/N SHP31161111 or World Product 084010
- Ford vehicles – Dart P/N SHP31374175 or World Product 087110

CONNECTING RODS

Big End Bore: 2.2247-2.2398"
Pin Fit: Floating or Interference Fit

Center to Center: 6.00" Max
Material: Forged Steel / Cast Iron (No Billet)
Alternate Manufacturer: Any rod meeting the AS specs is permitted.
Options:

1. Wrist pin oiling holes may be added.
2.

CAMSHAFT

Drive Type: Single or Dual-row chain Lifter Type:
Solid, flat-tappet
Lifter Dia: .8750" nominal
Options:

1. Camshaft thrust button may be installed.

CRANKSHAFT

Main Journal Dia (Min): 2.2182"
Rod Journal Dia (Min): 2.0690"
Options:
Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)
Ring Configuration: 3 rings, above pin
Dome Configuration: Any dome configuration is permitted.
Pin Diameter: .930" Max
Options:
Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

Edelbrock (Ford and Chevy)
Valve Job (Head): Refer to Figure 1 Intake Valve Size (Max): 1.94" Exhaust Valve Size (Max): 1.55" Port Volume (Max.): see spec line
Options:
Flo Tek (Chevy #102-500)
Valve Job (Head): Refer to Figure 1 Intake Valve Size (Max): 2.02" Exhaust Valve Size (Max): 1.6" Port Volume (Max.): see spec line
Options:
Flo Tek (Ford #203-500)
Valve Job (Head): Refer to Figure 1 Intake Valve Size (Max): 1.94" Exhaust Valve Size (Max): 1.55" Port Volume (Max.): see spec line
Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral O-ring head gaskets.
6. Heat riser passage may be blocked.
7. Valve spring pockets may be machined.

Note:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

Miscellaneous

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

MEASUREMENT STANDARDS

Measurement standards shall be as specified in Appendix G. with the following exceptions: Wheelbase has a tolerance of + 2″/- 1″.

Figure 1 Valve Seat Cutting Dimensions

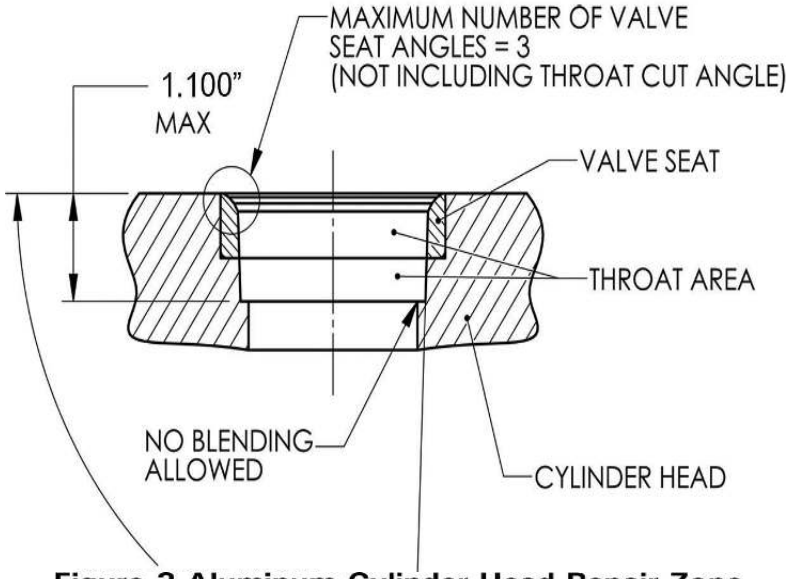
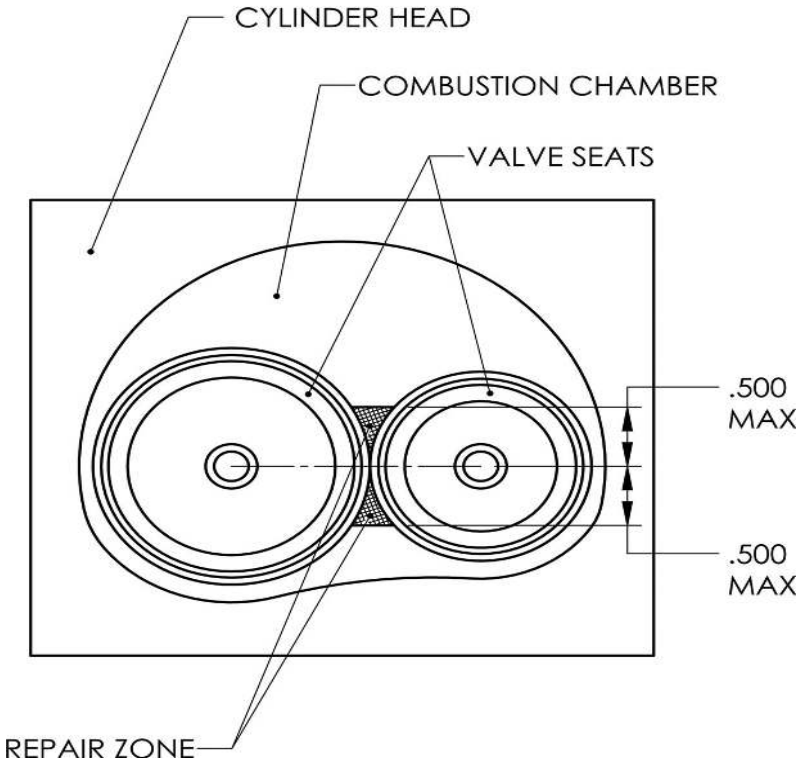


Figure 2 Aluminum Cylinder Head Repair Zone



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AS	wheel base	Gear Ratios Std. (or Alt.)	brakes (in/mm)	Weight (lbs.) (tire sizes are max)	Notes
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43,1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	*275 Tire:* 3450	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Max. Wheel Size: Dia. 18.0 inches. LS6 engine: Compression Ratio, 10.7:1max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm) LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm). Either engine may be used in any car in this specification line, at the appropriate weight. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing pan 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. OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber.) *Tremec TR6060 Transmission with 3.01, 2.07, 1.43, 1.0, .84, .57 ratios permitted*
Chevrolet/Pontiac Camaro & Firebird (82-92	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29,	13.1 x1.27 Disc	*275 Tire* 3300 Over 313 CID 3500	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879, *Flo Tek Head part #102-500* are permitted. ~~For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 May be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be~~

		1.00, 0.61			~~used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.~~ Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. OEM-style ball joints with taller than stock stud lengths are permitted.
Chevrolet/Pontiac Camaro & Firebird (82-92) 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	*101.0*	*3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.62 or.88, 1.91, 1.33, 1.00 2.88, 1.91, 1.33, 1.00*	*13.1 x1.27 Disc*	*275 Tire 3300*	*17" max wheel size Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00- 02)) ispermitted. 1-3/4 headers allowed*
Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	101.1	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	13.1 x1.27 Disc	275 Tire 3300 Over 313 CID 3500	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #'s ~~608979, 608879~~, ~~Flo Tek Head part #102-500 are~~ permitted. ~~For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186~~ installed between intake manifold and insulator Gaskets may be used (each gasket can be no thicker than .125 inches), oneon each side of the restrictor. ~~All intake air must pass through the inserts of the restrictor plate~~. Alternate gear ratio sets 2.88, 1.91,1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed.

Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50	13.1 x1.27 Disc	275 Tire 3200	98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may be used as an assembly. Max compression ratio, 10.6:1, Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/ intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted unless specified. Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. May use flywheel/clutch as specified in the Full Prep American Sedan rules. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET16362. BMR AA004 or UMI 2310 adjustable front upper control armmay be installed. 5.7L LT1: GM Performance Parts camshaft Kit P/N-12480002 is permitted. Cylinder Bore, 101.6 mm; Stroke, 88.39 mm; Intake Valve Diameter, 49.3; Exhaust Valve Diameter, 38.1 mm; Throttle Body Bore, 48 mm (twin bore). The 5.7L LT1 engine has a 100 lb. weight reduction. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.
Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: 3600	Max wheel Dia, 20.0 x 10 inches. 65 mm ~~54mm~~ flat plate restrictor required. Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. Camshaft lift tolerance .076 mm. ARE Dry Sump Kit #LS3-3Y permitted. Belt tensioner part number GM 12569301 allowed. ZL1 Front Facia and grill is permitted

Chevrolet Camaro (10-15) Full Prep	112.3	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00,	13.1 x 1.27 disc	275 Tire 3300 Over 313 CID ~~3650~~ *3600*	Max wheel Dia, 20.0 inches Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 *Flo Tek Head part #102-500 is permitted.* ~~For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold andinsulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.~~ Alternate gear

		0.61			ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. ZL1 Front Facia and grill is permitted
Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder	116.0	2.97, 2.1, 1.46, 1.00, 0.74, 0.50 or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63	(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick	275 Tire: 5.7L 6.1L 3600 295 Tire 6.4L 3700	Max. Wheel Size Dia. 20.0 inches. Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) may be used with the brake rotor sizes listed in this specification line. Alternate brackets may be used to facilitate updaetd/backdated components. Compression Ratio: 10.9:1 max. Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted on the 5.7l engine. 80mm ~~76mm~~ flat plate restrictor is required on the 6.4L engine. All engine displacements are eligible in all model years, with each engine being used as a complete assembly. Alternate front upper control arms are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) *Full Prep*	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	13.1 x 1.27 Disc	*275 tire* 3200 Over 313 CID 3400	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT- 40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479, *Flo Tek Part # 203-500 are permitted.* ~~For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M 6049-Z304D Flo Tek Heads must be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intakeair must pass through the inserts of the restrictor plate.~~ Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. OEM-style ball joints with taller than stock stud lengths are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) *With Restricted prep engine*	*100.4*	*2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.69*	*13.1 x1.27 Disc*	*275 Tire: 3300*	*Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.* *1st Generation 5.0l Coyote (years 11-14) 60mm Flat Plate Restrictor* *2nd Generation 5.0l Coyote (15-17) 59mm Flat Plate Restrictor* *Cold Air Intake allowed* *Charge Motion Control Valves can be blocked off and removed for firewall clearanceAllow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used.* *Max compression ratio, 11.2:1 Stock ECU must be used* *1-3/4 headers allowed*

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Ford Mustang Including Cobra 94-04 Full Prep	101.3	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68	13.1 x1.27 Disc	*275 Tire* 3300 Over 313 CID 3500	Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. Engine built to full prep A/S engine build specifications with Edelbrock Aluminum head 602579 and 602479, *Flo Tek Part # 203-500 are permitted.* ~~For regional competition only, unmodified~~ ~~Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the~~ ~~restrictor. All intake air must pass through the inserts of the restrictor plate~~ Use of the following iron head castings presents a 250 lb. weight reduction. Iron head casting F3ZE AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40P). Max port volume on iron heads is 143 cc intake and 54 cc exhaust. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.
Ford Mustang Including Cobra 94-05 *With restricted prep engine*	*102.3*	*2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.69*	*13.1 x1.27 Disc*	*275 Tire: 3400*	*Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.1st Generation 5.0l Coyote 11-14 60mm FPR 2nd Generation 5.0l Coyote 15-17 59mm FPR Cold Air Intake allowed Stock ECU must be used. Charge Motion Control Valves can be blocked off and removed for firewall clearanceAllow Cold Air Intake Tremec Magnum transmission may be used P/N-TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 1-3/4 headers are allowed*
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68	13.1 x 1.27 Disc	*275 Tire* 3150 Over 313 CID 3250	Cold Air intake allowed. Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable.
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 or 3.27, 1.98, 1.34, 1.00, 0.67 or 3.37, 1.99,	13.1 x 1.27 Disc	295 Tire 3150	Supercharged motor is not allowed. Cold Air intake allowed. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. bore = 90.2mm, stroke = 90mm. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" Max compression on 2 valve motor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40" Updating and backdating within spec line is allowable.

		1.33, 1.00, 0.68 or 3.38, 2.00, 1.32, 1.00, 0.68			

Ford Mustang GT (05-14)	107.1	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	13.1 x 1.27 Disc	*275 Tire* 3400 Over 313 CID 3600	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479, Flo Tek Part # 203-500 are permitted. For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang GT (05-14) with Restricted prep Engine	*107.1*	*2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*	*13.1 x 1.27 Disc*	*275 Tire: 3400*	*Max. Wheel Size: Dia.18.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S)and full prep brake package may be used. Either engine may be used.* *1st Generation 5.0l Coyote 11-14 62mm FPR* *2nd Generation 5.0l Coyote 15-17 61mm FPR* *Cold Air Intake allowed* *Charge Motion Control Valves can be blocked off and removed for firewall clearanceAllow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used.* *Max compression ratio, 11.2:1*
Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 355 Vented Disc (R) 300 Vented Disc	5.0L 275 Tire: 3400 4.6 L 295 Tire: 3450	Max. Wheel Size: Dia. 19.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either engine and/or trans may be used as an assembly. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUKT16901. Max compression ratio, 11.2:1 4.6L engine: Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used.

					Flywheel/clutch, as specified in the Full Prep American Sedan rules may be used. The 4.6L engine assembly has a weight reduction of 300 lbs. 5.0L/6spd engine/trans: 62mm ~~55mm~~ flat plate restrictor is required.
Ford Mustang GT 5.0l (15-17) Restricted Preparation	107.0	3.66, 2.43, 1.69, 1.32, 1.00, .65	(14.0/355)	275 tire: 3600	Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. 61mm ~~55mm~~ flat plate restrictor required.
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	275 Tire LS1: 3300 LS2: 3450	Either engine listed permitted for any car classified in this specification line. 2004: Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. 05-06: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. Either engine may be used in any car in this specification line. Camshaft lift tolerance is .076 mm.
Spec Mustang (SMG) Restricted Prep.	107.1			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.

RESUMES

AS

1. #35444 (Jim Jost) Jim Jost Resume

Thank you for your resume. It will be held on file for consideration.

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

DATE: January 20, 2024
NUMBER: TB 24-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2024. 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/C-Spec
1. #35251 (Matt Wolfe) Split Spec Line of Automatic and Manual 2nd Gen (09-14) Fit
In B-Spec Spec Lines, classify Honda Fit AT (09-14):
"09-14 Honda Fit AT"
Gear Ratios: "2.99, 1.68, 1.07, 0.76, 0.55"
Final Drive: "4.56"
Notes: Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1061. Allow Setrab 50-119-7612 transmission cooler in addition to OEM. Any aftermarket exhaust/header allowed. (Effective date 1/1/24) Any Cold Air Intake Package allowed (any manufacturer) with a 25lb adder.
In B-Spec Spec Lines, Honda Fit MT (09-14) make changes as follows:
~~Or 2.99, 1.68, 1.07, 0.76, 0.55 in automatic~~
~~Or 4.56 in automatic~~
~~"Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM. Any aftermarket exhaust/header allowed for the Automatic Transmission Honda Fit."~~

2. #35259 (Matt Wolfe) Equalize Mazda 2 Headers and clean up spec line
In B-Spec Spec Lines, Mazda2 (10-14), change as follows:
Weight: "*Effective 3-1-2024:* ~~2280~~*2350*"
Notes: "Helper springs F&R 0000-04-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR or 0000-04-2312, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Allow rear torque bar Corksport #Mz2-3-070. Cold air intake Corksport Mz2-6-117-31100 and air duct Mz2-6-120-10 are allowed. *Effective 3-1-2024: Exhaust Header (cat delete) HB.EM 60-404-S-SS, HP-MZD001, or Mazda Motorsports PN 0000-06-2410 permitted.* Powerflex PFR19-1511BX2 rear suspension bushings allowed. Allow Mazda part number 0000-01-2501-CR Radiator. Allow Mazda undertray part number DO8C-56- 110A, DO8C-56-311, DO7A-56-321."

3. #35323 (Richard Osborne) Rear Sway Bar Request for Nissan Versa and Versa Note 2013-

In B-Spec Spec Lines, Nissan Versa (2013-), change as follows:
Model: "Nissan Versa (2013-*2019*)"
Notes: "*Hardrace HR-Q0146 19mm rear sway bar permitted.*"
In B-Spec Spec Lines, Nissan Versa Note (2013-), change as follows:
Model: "Nissan Versa Note (2013-*2019*)"
Notes: "*Hardrace HR-Q0146 19mm rear sway bar permitted.*"

4. #35353 (Matt Wolfe) Eliminate Redundant Trans Cooler Rule
In GCR, Section 9.1.10.E.44., eliminate and renumber accordingly:
"~~44. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.~~"
5. #35371 (Jonathan Wickert) Fix Sonic Hatchback MT Spec Line
In B-Spec Spec Line, Chevrolet Sonic 5dr Hatch MT (12-19), add to Notes the following:
"*Allow Aluminum Radiator #ZZP-ZZ013.*"

Electric Vehicle
None.

Formula/Sports Racing
None.

GCR
None.

General
1. #35344 (SCCA Staff) 3.7.4.C Invited Runoffs Classes - change
In SCCA Runoffs, GCR section 3.7.4.C.2, change as follows:
"A Runoffs-eligible class that does not have a minimum of 3 race starters, regardless of probation status, ~~will~~*may* run as a supplemental class but will not name a National Champion."

Grand Touring
GT General
1. #35261 (Butch Kummer) Rear Blade Spoiler Clarification
In GCR Section 9.1.2.G (GTA Category Specifications), change as follows:
“9.1.2.G.III.I
The single-plane rear spoiler must be mounted at an ~~angel~~ *angle* from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when viewed from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height~~,~~ *(measured on the material surface)* ~~, or 295.0 square inches total surface area.~~ Braces to prevent spoiler deflection are allowed, but may serve no other purpose.”

2. #35437 (Grand Touring Committee) GT Direct Injection allowance and rules

In GCR, Section 9.1.2.F.7.5.E. change as follows:
"Direct Injection is ~~not~~ *permitted only if it came OE and must be installed using only OE high pressure pump(s), hard and soft hoses and injectors.*"

3. #35439 (Grand Touring Committee) GT2/3 remove Direction Injection not allowed in Spec line notes
In GT2/3 modify Spec Line notes as follows:
GT2:
Nissan: "Direct Injection ~~not~~ permitted*, may be used per 9.1.2.F.7.5.E.*"
GT3:
Mazda: "Direct Injection ~~not~~ permitted*, may be used per 9.1.2.F.7.5.E.*"
Mitsubishi 4G93: "Direct Injection ~~not~~ permitted*, may be used per 9.1.2.F.7.5.E. *"
Nissan QR25DE/DD 1988cc: "Direct Injection ~~not~~ permitted*, may be used per 9.1.2.F.7.5.E.*"
Nissan QE25DE/DD 2489cc: "Direct Injection ~~not~~ permitted*, may be used per 9.1.2.F.7.5.E.*"

GT2
1. #35385 (Mike McGinley) REDUCE C6 CORVETTE WEIGHT WITH OEM 7 LITER ENGINE REDUCE BY 150LB
In GT2/ST Chevrolet Corvette 7011 OEM change weight as follows:
"~~3275~~*3125*"

GT3
1. #35199 (Erik Madsen Madsen) Request to Include Toyota FA24D Engine for use in GT3
In GT3 Engines - Toyota, classify the FA24D as follows: see attachment

GT3 Engines - TOYOTA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
FA24D	*DOHC*	*94*	*86*	*2387*	*Alum, Crossflow*	*4*	*32mm SIR*	*2195*	*Direct Injection may be used per 9.1.2.F.7.5.E*

2. #35442 (Grand Touring Committee) Edit GT3 Nissan QR25DE/DD spec line
In GT3 Engines - Nissan QR25DE/DD, change as follows:
11111'QR25~~5~~*0*DE/DD"

Improved Touring
None.

Legends Car
None.

Production

1. #35399 (Enrik Benazic) Update 1988-1991 Civic to Match 1988-1991 CRX
In HP, make the following weight change:
Honda Civic 1.5 (88-91)
~~"2245~~*2175*
*~~2301~~*2229*
**~~2357~~*2284*"

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
ST General
1. #35066 (Jose Osiris Pena) ST Electric-Assisted Steering Systems
In GCR, Section 9.1.4.M.16., change as follows:
"Power steering may be modified in any of the following ways:
a. disconnected , pump, belt, pulley, and hoses may be removed. Hoses may also be looped. Steering rack or box may be modified internally to work without pump.
b. an OEM manual steering rack for that model may be fitted
c. an electric power steering pump may be fitted
d. an OEM electric-assisted steering system may be used *or any column mounted electric steering assist may be used*
e. an OEM hydraulic-assisted steering system may be used"

STL
1. #35112 (Super Touring Committee) BOP Adjustments
In GCR, 9.1.4.H.1., change as follows:
"Minimum weights for cars with normally aspirated piston engines will be determined by ~~1.35 lbs/cc displacement for the installed engine (see~~the following table~~)~~. Displacement is the factory displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc)."

In GCR, 9.1.4.H.1., change Minimum Weight on Chart as follows:

Factory Engine Displacement 1900: "*Effective 3-1-24:* ~~2565~~*2540*"
Factory Engine Displacement 1950: "*Effective 3-1-24:* ~~2633~~*2583*"
Factory Engine Displacement 2000: "*Effective 3-1-24:* ~~2700~~*2625*"

In GCR, 9.1.4.H.3., change as follows:
"Front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent. *Effective 3-1-24: Front wheel drive cars with 95" or less wheelbase must add 1.25% to their minimum weight.*"

In STL Spec Lines, change Notes as follows:
Acura/Honda B16: "*Effective 3-1-24:* ~~53~~*51*mm"
Acura/Honda B17: "*Effective 3-1-24:* ~~53~~*51*mm"
Acura/Honda B18C1: "*Effective 3-1-24:* ~~53~~*51*mm"
Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R):
"*Effective 3-1-24:*~~52~~*50*mm"
Mazda MZR: "*Effective 3-1-24:* ~~52~~*50*mm"

2. #35320 (Super Touring Committee) Mazda 12A
In STL Spec Lines, Table A, Mazda 12A, change Notes as follows:
"~~The 5th and 6th intake port actuators and valves may be removed or disabled.~~"

Touring
T1
1. #35213 (Garry Crook) C8 Corvette T1 Restrictor Plate Request
In T1 NEW Spec Lines, Chevrolet Corvette C8 (20- 23) - Includes Z51, #1210, change Required Restrictor as follows:
"~~70mm~~*72mm* - Flat Plate"

2. #35379 (Touring Committee) The Cars Have Expired
In GCR Contents, change as follows:
"9.1.9.1 TOURING (T1) CATEGORY ~~NEW~~
T1 ~~NEW~~"

In GCR, Section 9.1.9.1.Touring (T1) NEW Category Specifications, change as follows:
"9.1.9.1.Touring (T1) ~~NEW~~ Category Specifications"

In T1 NEW Spec Lines, change as follows:
"9.1.9.1.A T1 ~~NEW~~ Spec Lines"
"T1 ~~NEW~~"

In T1 NEW Spec Lines, delete the following Spec Lines in their entirety:
"Acura NSX (Spec Line 1000)
Acura NSX Turbo (Spec Line 1010)
Acura NSX Turbo World Challenge (Spec Line 1020)

Audi TTRS (GTS 2011 Spec) (Spec Line 1040)
Dodge Viper ACR/ACR-X (Spec Line 1360)
Ferrari 360 (Spec Line 1400)
Ferrari 430 (Spec Line 1410)
Ferrari 430 Challenge (Spec Line 1420)
Mazda MX-5 (06-15) (Spec Line 1520 and 1530)
Mazda RX-7 (Spec Line 1540)
Nissan GTR (Spec Line 1550)
Nissan 350/370Z (Spec Line 1560)
Nissan 370Z Supercharged (Spec Line 1570)
Nissan 350Z (Spec Line 1580)
Nissan 350Z/370Z (Spec Line 1590)
Porsche Cayman/S/GTS (05-15) (Spec Line 1600, 1610 and 1620)
Porsche Cayman GTS (2011) (Spec Line 1630)
Porsche 928 S4 Porsche 928 GTS-R (Spec Line 1640)
Porsche 996 (Spec Line 1650)
Porsche 996 TT OEM (Spec Line 1660)
Subaru WRX, WRX STI (05-2020) (Spec Line 1700)
Toyota Celica All-Trac (Spec Line 1710)
Toyota Supra MK4 (Spec Line 1720)"
In T1 NEW Spec Lines, Porsche 997, change Spec Line Number as follows:
"1680 ~~*Spec line Expires 12/23*~~"

T2
1. #35154 (Scotty B White) 2015+ Mustang Sway Bar and A-Arm Request
In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), add to Notes the following:
"*BMR rear upper control arm camber links part #UTCA064 permitted.*"

2. #35245 (David Woodle) Brake Kits
In T2 Spec Lines, add to Notes the following:
Chevrolet Camaro SS (98-02): "Four or *six* piston front calipers allowed."
Chevrolet Camaro, 1LE (2016-): "Four or *six* piston front calipers allowed."
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04): "Four or *six* piston front calipers allowed."
Chevrolet Corvette C6 Coupe / Grand Sport (05-13): "Four or *six* piston front calipers allowed."
Chevrolet Corvette Z06 (06-12): "Four or *six* piston front calipers allowed."
Pontiac Firebird (98-02): "Four or *six* piston front calipers allowed."
Pontiac Solstice GXP Coupe/Convertible (07-09): "Four or *six* piston front calipers allowed."

3. #35377 (Touring Committee) Runoffs wording on Caddy in T2
In T2 Spec Lines, Cadillac CT4-V Blackwing(2022-), change Notes as follows:

"~~THIS CAR DOES NOT QUALIFY FOR SCCA RUNOFFS COMPETITION UNTIL IT HAS BEENREPRESENTED IN 3 SCCA SUPER TOUR EVENTS.~~"

4. #35384 (Andrew Aquilante) Reply to letter #35161 and #31661
In T2 Spec Lines, Chevrolet Camaro, 1LE (2016-), change as follows:
Min Weight: "~~3500~~*3575*"
Notes: "~~58mm~~*60mm* flat plate restrictor required"

T2-T4
1. #35319 (Scotty B White) More Car Lightening Stuff
In GCR, Section 9.1.9.2.D.1.g.3., change as follows:
"Batteries may be replaced *provided the replacement is capable of starting the car. Batteries may not be relocated unless noted on the spec line. Batteries must be adequately secured. Battery labeling must conform to 9.3.35.D.* ~~with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and within 10% of OEM weight.~~"

2. #35374 (Touring Committee) Inclusion of B-C spec cars in T4
In GCR, Section 9.1.9.2., change as follows:
"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition, T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. *Cars conforming to C-Spec rules are permitted to compete in Touring 4.*"

3. #35378 (Touring Committee) T2-T4 Set expiration dates on spec lines
In T2-T4 Spec Lines, add ***This Spec line will expire 12/31/24, Please submit to appeal***
to Notes to the following Spec Lines:
T2:
Acura TL SHAWD (10-13)
Audi S4 (12-14)
Audi S5 (13-14)
Audi TT RS (2018-)
Cadillac ATS-V (16-17)
Cadillac CTS-V (06-07)
Chevrolet Camaro SS (98-02)
Honda Civic (2017-)
Saturn Sky / Convertible (07-09)
Subaru Impreza WRX STi (03-07)
Subaru Impreza WRX STi (08-11)

T3:
Audi S4 (10-11)
Audi S4 (12-14)

Audi TTS Coupe (10-11)
Cadillac ATS (2015)
Chevrolet Cobalt (05-07)
Dodge SRT-4 (03-05)
Ford Fiesta ST (2014-)
Hyundai Genesis Coupe (2010-)
Hyundai Veloster Turbo (18-21)
Mazda RX-8 Base/R3/Sport/ GT (04-12)
Mini Cooper S (2016-)
Subaru WRX (02-05)
Toyota Camry (11-15)

T4:
Acura Integra GS-R VTEC (3 or 4 door) (94-01)
Audi A4 V-6 (96-01) / Volkswagen Passat 2.8 V6 (96-05)
BMW 320i (14-15)
Chevrolet Cobalt SS, Sport Coupe (06-10)
Chevrolet Sonic RS (2011-)
Chrysler/Dodge Neon ACR SOHC (4 door) (01-02)
Dodge Dart (14-15)
Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99)
Fiat 500 Abarth (12-14)
Ford Focus SVT (02-04)
Ford Focus ZX4 ST (05-06)
Ford Focus (08-11)
Ford Mustang V-6 (01-04)
Honda Accord LX & EX (03-07)
Honda Accord LX-S/EX/EX-L (08-12)
Honda Civic Coupe Si (99-00)
Honda Civic SI (02-03)
Hyundai Elantra GLS (11-12)
Hyundai Tiburon V-6 (03-08)
Hyundai Veloster Turbo/ R-Spec (14-15)
Kia Forte Koup and Sedan LX/EX (10-13)
Kia Forte Koup and Sedan SX (10-13)
Kia Forte Koup (14-15)
Mazda Protégé ES (2000)
Mazda Protégé 5 (02-03)
Mazda6 s (03-07)
Mitsubishi Eclipse GT (00-05)
Nissan Sentra SER (02-03)
Pontiac Firebird V-6 (96-02)
Scion tC (03-07)
Subaru Impreza (non-turbo) (04-06)

Toyota Celica GT (00-05)
Toyota Celica GTS/GT (00-05)
Volkswagen Golf TDI (2010)
Volkswagen Passat (12-14)
Volkswgen Passat TDI (12-14)
Volkswgen Passat 1.8T (2014-)

T3

1. #35235 (Aaron Stehly) 15-18 Golf R Alignment with Existing GTI and R Speclines
In T3 Spec Lines, Volkswagen Golf R (15-18), change as follows:
Max Wheel Size: "18x~~8~~*9*"
Max Tire Size: "~~245~~*255*"

2. #35322 (James Stacey) Open Strut Tower Brace Options for Ford Mustang V6 (11-14)
In T3 Spec Line, Ford Mustang V6 (2011-2014), add to Notes as follows:
"Strut Tower Brace #M20201-F, Sway bar Kit #M-5490 or #AR3Z-16A200-A,"

3. #35351 (Mitchell Geltz) Mustang ecoboost
In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change Notes as follows:
"~~35mm~~*36mm* TIR required"

T4

1. #35352 (Touring Committee) ND Missed Items
In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), add to Notes the following:
"*3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01).*"

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-21), add to Notes the following:
"*3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01).*"

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

CLUB RACING BOARD MINUTES | February 6, 2024

The Club Racing Board met by teleconference on February 6, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

FX

1. #35504 (Keith Roberts) F4 cars in FX

Thank you for your letter. Please see the response to letter #35700 in this Fastrack's Technical Bulletin.

GCR

1. #35436 (Joel Harleman) Transponders

Thank you for your letter. Some on-track sessions (e.g., test days) do not staff Timing & Scoring. Transponder use during official on-track sessions should be covered in the individual event supplemental regulations.

EP

1. #35461 (David Spillman) Nissan/Datsun 240/260/280 Proper Wheel Width Adjustment Request

Thank you for your letter. Please look for a "What Do You Think?" survey to come out later this year regarding the future of the tire & wheel rules/specs in the Production Category. This is something that the Committee is actively working on now.

FP

1. #35422 (Preston Obremski) Data Box Request

Thank you for your letter. This car was was included in data collection at the Sebring Super Tour. That data will be compiled and analyzed to determine if any adjustments are necessary. Please note that collection of data is for information gathering purposes only and does not guarantee that adjustments will be made. Also note that the level of preparation of cars upon which data is collected is considered in making BOP changes.

ST General

1. #35497 (Eliezer Torres) Fastrack TB 24-02

Thank you for your letter. Please see letter # 35492 in current Fastrack.

2. #35499 (Jose de Miguel) Against Proposed Super Touring Light Changes in Feb Prelim TB

Thank you for your letter. Please see letter # 35492 in current Fastrack.

STL

1. #35492 (Johan Divison) Honda Changes.

Thank you for your letter. The STAC is confident that recent changes to the Mazda MZR and Honda vehicles are directionally correct. The STAC will continue to collect data, evaluate BOP, and make changes as needed in STL.

2. #35493 (Javier Rodriguez) STL Honda Changes

Thank you for your letter. Please see letter # 35492 in current Fastrack.

3. #35494 (Sean Duncan) BOP Adjustments in February Preliminary Tech Bulletin
Thank you for your letter. Please see letter # 35492 in current Fastrack.

4. #35498 (Eliezer Torres) Fastrack TB 24-02
Thank you for your letter. Please see letter # 35492 in current Fastrack.

5. #35544 (Jose Osiris Pena) Opposition to Recent Changes
Thank you for your letter. Please see letter # 35492 in current Fastrack.

T2-T4
1. #35445 (Aaron Stehly) Clarification on Fuel Cell Installation T2-T3
Thank you for your letter. You are allowed to modify the spare tire well to install a fuel cell in that location. You cannot install it in a way that affects the exterior bodywork.

2. #35597 (Randall Smart) Touring Batteries
Thank you for your letter and trying to help us keep it correct. See you at the track!

T3
1. #35681 (Logan Barbe-Wilson) Wheel Size Limitations on Subarus
Thank you for your letter. When a car is classed, the wheel diameter and width is based on the wheels that came OE on the base model of the car. In some cases, when a car has proven to be competitive on the wheel spec, it is pretty much set in stone. If a car hasn't been proven to be competitive, the committee is receptive to changing the size. Keep in mind, usually wheel and tire sizes are maximums.

Not Recommended
GT2
1. #35457 (Gordon Leslie) Pontiac Fiero rear hatch addition
Thank you for your letter. This request is outside of the GT body work allowances. For reference: Per GTCS the wing is allowed to be roof height no further rearward of the rear bumper.

SM
1. #34878 (Marc Cefalo) Request for Substitute Connecting Rod Bolts
Thank you for your letter.

SMX5
1. #35677 (James Ebben) Opposed to Mandatory SMX Fire System.
Thank you for your letter. GCR section 9.3 specifies which classes require fire systems versus fire bottles. A change in fire system requirements would need to be submitted through the letter system, reviewed and recommended by the GCR Advisory Committee, voted on by the CRB, and ultimately sent to the BoD for approval. The recent change to the SMX section of the GCR was made so that it does not conflict with the general fire system language in Section 9.3.

STU

1. #35451 (Coyote Black) Request to class 3.4 Porsche Motor in STU
Thank you for your letter. This car exceeds the displacement limits and performance envelope of STU. The STAC would recommend the author investigate the Touring rule set to determine if Touring would be a better fit for this application.

2. #35465 (Rodney King) STU Weights
Thank you for your letter. The objective of what you requested was accommodated when the weight table was adjusted.

T1

1. #35452 (Kristofer Olson) Spec Line 1010 Reconsideration
Thank you for your letter. This car does not conform to the class philosophy that has been developed for T1. Please consider racing the car in GT2.

T2

1. #35393 (John Heinricy) Rebalance Blackwing Cadillac
Thank you for your letter. The Cadillac Blackwing was classed after long discussions with GM engineers. Trade-offs were made to accommodate GM's stance that the car could not be restricted with a TIR. It was classed at a high weight, and without suspension allowances to counter the car's out-of-the-box horsepower for the T2 class. If GM will find a way to restrict the horsepower, additional handling allowances will be considered.

T4

1. #35421 (Taylor Johnson) Consider addition of
Thank you for your letter. It is the opinion of the TAC that the cars in Spec 3 (1993-1995) are too old to be included in the Touring classes.

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.

SMX5

1. #35684 (Spec Mazda (SM/SMX) Committee) Clarify Data Acquisition Submission Requirement
In GCR Section 9.1.7.1.D.20.1., change as follows:
"A technical evaluation process for cars is available from the Series. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline from the Series, or having non-functioning data, may be grounds for penalty or disqualification by the Series. *Competitor data submissions are not protestable by competitors or entrants. Actions related to data submission and compliance will be determined by race officials only.*"

Taken Care Of

P1

1. #35659 (Greg Case) Rain Light Addition/Clarification
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the November 2023 Fastrack.

GCR

1. #35327 (David Fiorelli) FIA Specification References
Thank you for your letter. The FIA suit specification was recently updated in the January 2024 Fastrack Tech Bulletin.

2. #35395 (Mike Smith) Protest Fee Structure and Pricing GCR 8.3.1.D
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

3. #35419 (Matt Downing) Why retain $10 for all protests filed?
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

4. #35425 (Greg Amy) Letter #35084 Protest Fee
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

5. #35429 (David Gomberg) Request Clarification of Proposed Rule Change in Jan Prelims
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

6. #35432 (Raymond Blethen) Oppose recommended admin fee 10 file a protest.
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

7. #35483 (James Ray) Proposal #35084 for Revising Protest Fee Structure and Pricing
Thank you for your letter. Please see the response to letter #35388 in this Fastrack.

IT General

1. #35120 (Gregg Ginsberg) Lexan Windows? Really?
Thank you for your letter. Please see response to letter # 35062 in December Fastrack.

SMX5

1. #35678 (Campbell Ebben) Opposed to Mandatory Fire System in SMX.
Thank you for your letter. See response to letter # 35677 in current Fastrack.

STU

1. #35397 (Aaron Fitzsimmons) Please allow larger intercooler hood scoop
Thank you for your letter. Please see letter # 35397 in current Fastrack.

T1

1. #35580 (Geoffrey Hegel) Title: 9.1.9.1 T1 new category item/ line 26 rule to expire Jan 1
Thank you for your letter. Please see letter #35411 in current Fastrack.

T3

1. #34735 (Kyle Ray-Smith) Spec 350z Cross into T3 Rule Book Update
Thank you for your letter. Please see response to letter # 34416 in current Fastrack.

2. #35670 (Scotty B White) Brake boost controller Nissan
Thank you for your letter. Please see letter # 35556 in current Fastrack.

What Do You Think

None.

RESUMES

1. #35711 (American Sedan Committee) Jim Jost Member add
Jim Jost has joined ASAC.

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

DATE: February 20, 2024
NUMBER: TB 24-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2024. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
1. #33659 (Brandon Vivian) Request to Classify 1970-1981 Camaro and Firebird in AS
In AS Spec Lines, classify Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	*108.0*	*3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or3.35, 1.93, 1.29,1.00, 0.61*	*13.1 x 1.27 disc*	*275 Tire 3400 Over 313 CID 3600*	*Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879. Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.*

2. #34194 (Clark Cambern) Fuel Cell 12
In AS Spec Lines, add to Notes as follows:
Cadillac CTS-V (04-07): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Chevrolet/Pontiac Camaro & Firebird (93-02): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Chevrolet/Pontiac Camaro & Firebird (93-02): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Chevrolet Camaro SS (V8) (10-15): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Chevrolet Camaro (10-15): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Dodge Challenger (08-20): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Ford Mustang GT (05-14): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Ford Mustang Coupe GT (05-14)*:* "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Ford Mustang GT 5.0l (15-17): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

Ford Mustang GT (05-14): "*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*"

3. #35448 (Daniel Richardson) Please Classify the 6th Gen Into AS.
In AS Spec Lines, classify Chevrolet Camaro (16-) Full Prep as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet Camaro (16-) Full Prep	*110.6*	*3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or3.35, 1.93, 1.29,1.00, 0.61*	*13.1 x 1.27 disc*	*275 Tire 3400 Over 313 CID 3600*	*Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879*

4. #35713 (American Sedan Committee) spec lines
In AS Spec Lines, classify Ford Mustang GT (05-14) with Restricted prep Engine as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang GT (05-14) with Restricted prep Engine	*107.1*	*2.95, 1.94, 1.34,1.00, 0.63 or 3.35,1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*	*13.1 x 1.27 Disc*	*275 Tire: 3400*	*Max. Wheel Size: Dia.18.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) and full prep brake package may be used. Either engine may be used.* *1st Generation 5.0l Coyote 11-14 62mm FPR* *2nd Generation 5.0l Coyote 15-17 61mm FPR* *Cold Air Intake allowed* *Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used.* *Max compression ratio, 11.2:1*

In AS Spec Lines, update spec lines as follows:
Cadillac CTS-V (04-07)
Weight (lbs.) (tire sizes are max): "275 Tire: 3450"
Add to Notes: "*Tremec TR6060 Transmission with 3.01, 2.07, 1.43, 1.0, .84, .57 ratios permitted.*"

Chevrolet/Pontiac Camaro & Firebird (93-02)
Car: "Chevrolet/Pontiac Camaro & Firebird (93-02) *Full Prep*"
Weight (lbs.) (tire sizes are max): "*275 Tire:* 3300 Over 313 CID 3500"

Chevrolet/Pontiac Camaro & Firebird (93-02)
Weight (lbs.) (tire sizes are max): "*275 Tire:* 3200"
Add to Notes: "*1-3/4 headers allowed.*"

Chevrolet Camaro SS (V8) (10-15)
Weight (lbs.) (tire sizes are max): "*275 Tire:* 3600"
Change Notes as follows: "~~54mm~~*65mm*"
Add to Notes: "*ZL1 Front Facia and grill is permitted.*"

Chevrolet Camaro (10-15)
Car: "Chevrolet Camaro (10-15) *Full Prep*"
Weight (lbs.) (tire sizes are max): "275 Tire 3400 Over 313 CID ~~3650~~*3600*"
Change Notes as follows: "Max wheel Dia, 20.0 inches Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 ~~For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold andinsulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate~~. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. *ZL1 Front Facia and grill is permitted.*"

Dodge Challenger (08-20)
Weight (lbs.) (tire sizes are max): "*275 Tire:* 5.7L 6.1L 3600 *295 Tire: 6.4L 3700*"
Change Notes as follows: "~~76mm~~*80mm*"

Ford Mustang GT (05-14)
Weight (lbs.) (tire sizes are max): "*275 Tire:* 3400 Over 313 CID 3600"
Change Notes as follows: "Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479. ~~For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate~~. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted."

Ford Mustang Coupe GT (05-14)
Weight (lbs.) (tire sizes are max): "*5.0L* 275 Tire: 3400 *4.6L* 295 Tire: ~~3450~~*3100*"
Change Notes as follows: "~~55mm~~*62mm*"

Ford Mustang GT 5.0l (15-17)
Weight (lbs.) (tire sizes are max): "*275 tire:* 3600"
Change Notes as follows: "~~55mm~~*61mm*"

Pontiac GTO (04-06)
Weight (lbs.) (tire sizes are max): "*275 Tire:* LS1: 3300 LS2: 3350"

B-Spec/C-Spec
1. #35382 (Matt Wolfe) BOP Adjustment for Yaris iA, 2020+ Versa, and 07-08 Honda Fit
In B-Spec Spec Lines, Honda Fit (07-08), change as follows:
Min weight: "~~2525~~*2400*"
Notes: "*Any Cold Air Intake Package allowed (any manufacturer). This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Honda Fit (07-08) Automatic, change as follows:
Min weight: "~~2525~~*2400*"
Add to Notes: "*Any Cold Air Intake Package allowed (any manufacturer). This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Nissan Versa S (2020-), change as follows:
Min weight: "~~2700~~*2550*"
Add to Notes: "*This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Toyota/Scion IA Sedan (16-20), change as follows:
Min weight: ~~2700~~*2450"*
Add to Notes: "*This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

2. #35473 (B-Spec/C-Spec Committee) 07-08 Honda Fit Rear Sway Bar part #
In B-Spec Spec Lines, Honda Fit (07-08) Automatic, change Notes as follows:
"Allow rear sway bar Progress # 62.106~~1~~*0*."

In B-Spec Spec Lines, Honda Fit (07-08), add to Notes the following:
"*Allow rear sway bar Progress # 62.1060.*"

Electric Vehicle
None.

Formula/Sports Racing

FX

1. #35700 (Formula/Sports Racing Committee) Clarify Formula 4 Rules in FX
In FX, GCR section 9.1.1.J.B.2, change as follows:
"Formula 4 – Shall comply with *notes in Table 1.*~~FIA Formula 4 Technical Regulations (2015) and all subsequent safety requirements as issued by the FIA and/or SCCA, except that tire choice is unrestricted.~~"

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

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
FIA Certified F4 *1st Gen Crawford / Ligier JS F4*	*2.0 Liter Honda K20 C1 (*See notes*)*	*See notes*	*See notes*	*See notes*	*1420*	~~Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA.~~*Car must comply with FIA Article 274 2023 Formula 4 – 1st Gen Technical Regulations and 2023 F4 United States Championship Sporting Regulations found here: https://www.scca.com/pages/ technical-forms-and-downloads, as well as with all subsequent safety requirements issued by FIA and SCCA.* Tire choice is unrestricted.

P1

1. #35693 (Club Racing Board) Remove redundant effective date language in GCR 9.1.8.B.J.4
In P1, GCR section 9.1.8.B.J.4, change as follows:
"~~(Effective 9/1/2023)~~ The use of an ECU map, a computer program, or any other artificial means to stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited."

2. #35694 (Club Racing Board) Correct engine series terminology
In P1 Engine Table, Spec Line G, change as follows:
"Group CN~~-spec~~ Honda K20A-FD2"

GCR

1. #35307 (Greg Amy) Rain Light Clarification, non-Formula/Sports Racer
In Rain Lights, GCR section 9.3.33.B, change as follows:
"RAIN LIGHTS
All cars ~~shall~~*must* be equipped with rain light(s) clearly visible from the rear. The rain light(s) ~~shall~~*must* be turned on when directed ~~to~~ by the Race Director or Chief Steward.

1. ~~Non-Formula and Sports Racing c~~*C*ars *competing in classes other than Formula (open wheel) and Sports Racing classes* ~~shall utilize~~*must use* the original equipment red ~~tail lights~~*taillights*~~,~~ ~~or~~ the *red* rain light described in 9.3.33.B.2*,* or both. *Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. The rain light described in 9.3.33.B.2, if used, must not strobe on cars other than Formula or Sports Racing cars.*

2. A red ~~taillight~~*rain light* meeting FIA Standard 8874-2019, Technical List No. 76, is required on all Formula (open wheel) and Sports Racing cars. This light ~~shall~~*must* be mounted approximately on the centerline of the car. ~~Light assemblies are considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.~~ *The rain light may strobe only on Formula and Sports Racing cars.*

~~3. Original equipment tail light assemblies may be used. 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.~~"

2. #35388 (John Nesbitt) Re: #35084 (SCCA Staff) Revise Protest Fee Structure and Pricing
In GCR, Section 8.3.1.D, change as follows:
"be accompanied by a protest fee of ~~$50, School~~ $75 for all U.S. Majors Tour, Regional events, and Drivers' Schools, which fee must be either paid online through the SCCA Member Account Portal (proof of payment is required) or submitted with the written protest. ~~These fees~~*This fee* may be returned to the protestor at the discretion of the SOM*;*"

3. #35440 (Anne Kumor) Re: #35047 (Timing Line)
In GCR section 6.10.1.B, change as follows:
"Scoring is the finish position of the competitor at the end of a race as the competitor crosses the marked ~~Start/~~Finish line. If a camera is used to determine a photo finish, the camera must be mounted in a direct line with the ~~start/f~~*F*inish line."

General

None.

Grand Touring

GT2/ST

1. #33759 (Andrew Aquilante) Classify Corvette C8 (2020-) into GT2/ST
In GT2 Spec Lines, classify Chevrolet Corvette C8 (20-) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Chevrolet Corvette C8 (20-)	*6162*	*3300*	*71mm - Flat Plate*	*LT2 engine.*

2. #35408 (Jim Froula) Requesting classification for a 2015 Mitjet ST in GT2
In GT2 Spec Lines, GT Cars - MITJET ST, classify MITJET ST as follows:

GT Cars – *MITJET ST*					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MITJET ST	*2015*		*RWD*	*94.5*	*Must run per VTS specifications. Must have complete car Specifications (FIA form CdM008) at every entered race event.*

GT3
1. #35386 (Chris Edens) Miata Turbo Clarification
In GCR, Section 9.1.2.F.7.i.3. GT3 Turbocharged Built Engines:, 1401-1850, change as follows:
Restrictor: "~~34~~*35* mm"
Weight (lbs): "~~2250~~*2350*"

In GCR, Section 9.1.2.F.7.i.3. GT3 Turbocharged Built Engines:, relocate chart to 9.1.2.F.7.h.6.d., as follows:
"d. Borg-Warner EFR6258

GT3 Turbocharged Built Engines:				
Engine Displacement (cc)	Valves / Cyl.	Restrictor	Weight (lbs)	Notes

Improved Touring
ITA
1. #35163 (Jason Shulko) Request to Classify Chevrolet Beretta
In ITA Spec Lines, classify Chevrolet Beretta (88 – 90) as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Chevy Beretta (88 – 90)	*2.838 cc*	*89x66.8*	*2750*	

ITB
1. #34907 (James Bell) Honda Fit 2016 - 2020 Request
In ITB Spec Lines, classify Honda Fit MT (15-19) as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Honda Fit MT (15-19)	*4 cyl*	*73.0x89.55*	*2525*	*May be run in full compliance to B-Spec configuration and weight or to IT specification and weight.*

In ITB Spec Lines, classify Honda Fit CVT (15-19) as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Honda Fit CVT (15-19)	*4 cyl*	*73.0x89.55*	*2525*	*May be run in full compliance to B-Spec configuration and weight or to IT specification and weight.*

Legends Car
None.

Production
FP
1. #35715 (Production Committee) Update FP Protege (01-03) Model Info
In FP Spec Lines, Mazda Protégé ES (01-03) change vehicle as follows:
"Mazda Protégé ES*/5* (01-03)"

Prod General
1. #35623 (Production Committee) GCR Correction - Redundant HP Spec Lines
In HP Spec Lines, delete the following redundant spec lines in their entirety:
Spec line #10 - VW Rabbit Cabriolet 1780
Spec line #3 - VW Scirocco 1588
Spec line #4 - VW Scirocco 1780 (8-valve) (83-88)
Spec line #5 - VW Scirocco 1588

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
STU
1. #35453 (Aaron Fitzsimmons) Letter #35397 addendum
In STU Spec Lines, Mini Cooper S SC with Minimum Weight 1900 and 2100, add to Notes:
"*Alternate LEAP OMICRON hood scoop part # LEP-OMICRON3 is permitted.*"

2. #35464 (Macey Urso) S54 Drysump
In STU Spec Lines, BMW S54 B32 OEM, add to Notes as follows:
"*Dry Sump oiling system permitted.*"

Touring

T1

1. #35411 (Geoffrey Hegel) 9.1.9.1 T1 new category item/ line 26 rule to expire Jan 1 2023
In T1 Spec Lines, classify Pontiac GTO 2006-2009 as Spec Line Number 1590 as follows:

T1	*Spec Line Number*	*Maximum Displ.*	*Min. Weight*	*Required Restrictor*	*Engine Notes*	*Chassis Notes*
Pontiac GTO 2006-2009	*1590*	*LS1 5700*	*3400*		*May resleeve to stock parameters for engine repair or replacement-* *May set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches*	

T2

1. #35488 (Michael Kamalian) Letter #35154 2018+ Mustang GT Expansion
In T2 Spec Lines, Ford Mustang GT 5.0L (2018-), add to Notes as follows:
"*BMR rear upper control arm camber links part #UTCA064 permitted.*"

T2-T4

1. #35375 (Touring Committee) Reorganize Spec Lines
In T2-T4 Spec Lines, change Spec Line as follows:
"~~Wheel- base (mm)~~*Required Restrictor*"

2. #35487 (Derek Chan) 370Z Brake Rotor Size Correction
In T2 Spec Lines, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Brakes (mm) as follows:
"~~(F)320 x 28 Vented R)320 x 16 Vented :~~*(F) 355x32mm Vented(R) 350x20mm Vented*"

In T3 Spec Lines, Nissan 370Z, incl. Nismo (2009-2022), change Brakes (mm) as follows:
"~~(F)320 x 28 Vented (R)320 x 16 Vented :~~*(F) 355x32mm Vented(R) 350x20mm Vented*"

T3

1. #34416 (Kyle Ray-Smith) Spec Z Interchange in T3
In T3 Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), change as follows:
Max Wheel Size (inch): "~~18 x 9 (F)~~ 18 x 10 ~~(R)~~"
Notes: "~~Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111- SZ350 & rear E6210-SZ350, springs front P/N 54010-SZ350 & rear 55020- SZ350, F&R 5600S-SZ350, Front sway bar max 37mm. Rear sway bar max 25mm, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 and 72123 are allowed. HR Engine: Two 42mm flat plate restrictors 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. Nissan brake part numbers NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front Rotor-LEFT 40207-SZ350 permitted. 44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.~~ *Car must conform to the Official 2024 Spec Z Rules. HR Engine: Two 44mm flat plate restrictors required. Tires must conform to Spec Z rules. Competitor must be able to provide a copy of the current rules."*

2. #35306 (Jake Gordhamer) please classify 2000-2002 Audi s4
In T3 Spec Lines, classify Audi S4 (2000-2002) 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:
Audi S4 (00-02)	*81 x 86.4 2671*	*2616*	*18 x 9*	*245*	*3.500, 1.889, 1.231, 0.967, 0.806, 0.684*	*4.111*	*320 (F) 256 (R)*	*3400*	*38mm Turbo Inlet Restrictor Required, 800lb springs permitted front and rear, Sway Bars allowed 35mm (f), 22mm (r), intercooler allowed, Brake parts 20.8432.05 and 20.8432.06 allowed.*

3. #35526 (Scotty B White) T3 V6 Mustang help
In T3 Spec Lines, Ford Mustang V6 (11-14), change Notes as follows:
"~~58mm flat plate restrictor required.~~"

In T3 Spec Lines, Ford Mustang V6 (15-17), change Notes as follows:
"~~58mm flat plate restrictor required.~~ Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters). Sway bars allowed up to 38mm (F) 28mm (R). Ford Motorsports 6-piston M2300V 380mm brake kit allowed with ~~+100lb~~ *+50lb* penalty, or optional 2-piece rotor 355mmmax Brembo brake kit #M-2300-S allowed ~~with +50lb penalty.~~"

4. #35556 (Gamaliel Aguilar Gamez) Nissan 370Z - Brake System Allowance - Brake Booster
In T3 Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to Notes as follows:
"*Brake booster vacuum regulator allowed, cannot be in-car adjustable.*"

In T3 Spec Lines, Nissan 370Z, incl. Nismo (2009-2022), add to Notes the following:
"*Brake booster vacuum regulator allowed, cannot be in-car adjustable.*"

5. #35559 (Ross Murray) Mustang Help
In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Notes as follows:
"A flat plate restrictor with two ~~40 mm~~ *45mm* holes required directly behind throttle body."

6. #35577 (Raymond Blethen) Appeal for Retention of T3 Mazda RX-8 Spec Line (Letter #35378)
Thank you for your letter. Please see letter # 35584 in current Fastrack.

7. #35584 (Kyle Bolden) Request to Keep the Mazda Rx-8 in Touring 3
In T3 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change Notes as follows:
"~~**This Spec line will expire 12/31/24, Please submit to appeal****~~"

8. #35656 (Anthony Piselli III) Subaru WRX (02-05) Appeal
In T3 Spec Lines, Subaru WRX (02-05), change Notes as follows:
"~~**This Spec line will expire 12/31/24, Please submit to appeal****~~"

T4
1. #35433 (Raymond Blethen) Allow any 400lb rear spring in the RX8
In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change Notes as follows:
"~~Mazda Motorsports- 0000- 04-9700-08 or Eibach- 0800.250.0700 (R) Mazda Motorsports- 0000-04-9400-07 or Eibach 0700.250.0400, and helper 0000-04-9926 allowed.~~ *Springs allowed 700lb (f), 400(r).*"

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

CLUB RACING BOARD MINUTES | March 5, 2024

The Club Racing Board met by teleconference on February 6, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #35489 (Daniel Richardson) Response to Proposed Rule Set WDYT
Thank you for your input.

2. #35501 (Pamela Richardson) Support for Letter 35441
Thank you for your input.

3. #35502 (Andrew Aquilante) Support for 2024 Rule Changes
Thank you for your input.

4. #35505 (Jason Conley) Preliminary Rule Changes.
Thank you for your input.

5. #35506 (James Arms) In Favor of Proposed American Sedan Rules
Thank you for your input.

6. #35508 (Thomas Lane) 2024 American Sedan rules.
Thank you for your input.

7. #35535 (Mike Wilkinson) Recent rules changed
Thank you for your input.

8. #35543 (Charlie Richardson) Support for AS
Thank you for your input.

9. #35548 (Chris Majba) Response to WDYT
Thank you for your input.

10. #35551 (Stephen Ott) Proposed rule changes
Thank you for your input.

11. #35557 (Andrew Jones) 2024 AS Ruleset Prelim - Tires RP 10-15 Gen Camaro
Thank you for your input.

12. #35558 (Andrew Jones) 2024 AS Ruleset Prelim - Restrictor Plate increase: RP 10-15 Ge
Thank you for your input.

13. #35568 (Matt Regan) In Favor of American Sedan Rules Proposal
Thank you for your input.

14. #35593 (Alex Lozano) Unfair BOP With WDYT Ruleset
Thank you for your input.

15. #35594 (Alex Lozano) New Full Prep Head Allowance Needs Restrictor or Weight Penalty
Thank you for your input.

16. #35595 (SCOTT MARCERO) Regarding the New Spec Tire Size of 275
Thank you for your input.

17. #35598 (Chip Herr) February 2024 WDYT
Thank you for your input.

18. #35599 (Kenric Rose) Objection to 275mm Tire Width Proposed Changes.
Thank you for your input.

19. #35600 (Kenric Rose) Objection to Ford Mustang Coupe GT (05-14) Restricted Prep. 295mm
Thank you for your input.

20. #35601 (Kenric Rose) Objection to Dodge Challenger, 5.7L. 6.1L Tire Size Restriction
Thank you for your input.

21. #35602 (Kenric Rose) Objection to Chevrolet Camaro SS (V8) (10-15) RP Restrictor Plate
Thank you for your input.

22. #35603 (Kenric Rose) Clarification Requested - Camaro/Firebird (93-02) Full Prep Head
Thank you for your input.

23. #35605 (Kenric Rose) Objection to 3rd Gen Camaro & Firebird 5.7L V-8 LS1 Cooling Mod
Thank you for your input.

24. #35606 (Kenric Rose) Objection to Cadillac CTS-V Tremec TR6060 Proposal
Thank you for your input.

25. #35607 (Kenric Rose) Objection to Chevrolet Camaro (10-15) Full Prep Weight Reduction
Thank you for your input.

26. #35610 (Kenric Rose) Objection to Weight Change to Pontiac LS2 GTO Restricted Prep.
Thank you for your input.

27. #35611 (Kenric Rose) Objection to Flo-Tek Heads for Full Prep Cars
Thank you for your input.

28. #35612 (Kenric Rose) Objection to Dog Box Transmissions in Restricted Prep Vehicles
Thank you for your input.

29. #35613 (Kenric Rose) Clarification need: Ford Mustang Coupe GT (05-14) 4.6L RP Weight
Thank you for your input.

30. #35614 (Chris Majba) Response to WDYT - RP Powertrains in Older Camaros/Mustangs
Thank you for your input.

31. #35615 (Chris Majba) Response to WDYT - 5th Gen Camaro
Thank you for your input.

32. #35616 (Jim Jost) AS Rule Changes Support
Thank you for your input.

33. #35617 (Chris Majba) Response to WDYT - WDYT Clarity
Thank you for your input.

34. #35618 (Evan Pecore) Support for Letter #35441 - Proposed 2024 Rule Changes
Thank you for your input.

35. #35619 (Kurt Rezzetano) Support for Tire Size Changes in Proposed 2024 Rules
Thank you for your input.

36. #35621 (Nathan Hamlisch) Tire Rule Standardization
Thank you for your input.

37. #35626 (David Sanders) In Favor of New AS Ruleset
Thank you for your input.

38. #35630 (Mark Wheaton) WDYT AS rules proposal/Challenger 6.4
Thank you for your input.

39. #35632 (Chris Majba) Response to WDYT - Flotek Heads
Thank you for your input.

40. #35634 (Chris Majba) WDYT - Final Thoughts
Thank you for your input.

41. #35635 (Desi colon) Advocating for the New Rules in American Sedan
Thank you for your input.

42. #35637 (Kristian Bezanis) In Support of Proposed Rule changes
Thank you for your input.

43. #35638 (Christopher Rallo) Support of Rule Changes
Thank you for your input.

44. #35639 (Jonathon Reitz) In Favor of Proposed AS Rule Changes Jan 2024
Thank you for your input.

45. #35646 (Steve Tumolo Jr) In Support of Proposed 2024 American Sedan Rules
Thank you for your input.

46. #35647 (Jay Pistana) Opposition to Common Tire Proposals
Thank you for your input.

47. #35648 (Jay Pistana) Opposition to Cylinder Head Proposals
Thank you for your input.

48. #35654 (joe Spryshak) Opposition to 275 Tire Width Proposal
Thank you for your input.

49. #35668 (Sterling Philippon) In Support of Proposed Rule Changes
Thank you for your input.

50. #35685 (Justin Hutmacher) Rising Costs of American Sedan
Thank you for your input.

51. #35699 (Norm Benson) Comments on the proposed new rules
Thank you for your input.

52. #35701 (Brian LaCroix) What do you think - New AS Rules Thoughts
Thank you for your input.

53. #35707 (Douglas Cross) In Support of Rule Changes
Thank you for your input.

54. #35720 (Jason Smith) In Support of New AS ruleset WDYT #35441
Thank you for your input.

55. #35745 (Curt Faigle) In Support of WDYT
Thank you for your input.

B-Spec

1. #35462 (Steven Pounds) Tire Rules
Thank you for your letter. The committee selected the spec tire that most closely aligned with the results of the survey that was sent out to the class. Contingency was noted as one of the lowest priority parameters for the selection of the new tire with cost and longevity being among the highest.

GCR

1. #35310 (Laurie Sheppard) Clarify Alternate SOM Model v. Small Regional Event Steward Model
Thank you for your request to clarify the difference between Appendix O. Small Regional Event Steward Model and GCR 5.12.1.C. Alternate SOM Model.

The two provisions are distinct and are intended to address different situations. Appendix O is intended for small events with fewer than 70 entries and requires only two Stewards to manage the event. The Alternate SOM Model impacts only the GCR requirements for the SOM and still requires a Race Director and a Safety Steward to be GCR compliant. There may be other licensed stewards at the event but their assignments (Operating Stewards, SOC, etc) prevent them from participating on the SOM Court. This section allows experienced drivers to act as members of the SOM as temporary stewards. It also gives drivers exposure to the Stewards Program and is a good recruiting tool.

2. #35738 (Samuel Solomon) Inquiry regarding 9.3.19.C.1
Thank you for your letter. Stitching added to a driving suit must not negatively impact the manufacturer safety rating of the suit.

ITR

1. #35641 (Christopher Rallo) HP Used for 3rd Gen Camaro
Thank you for your letter. The 1989 Chevy Camaro horsepower was 215 and a new weight of 3251 pounds.

T1

1. #35291 (Tim Myers) Feedback letter #34672, NO DATA REVIEWED
Thank you for your letter. We welcome constructive comments.

T2

1. #35233 (Michael Kamalian) 2018+ Mustang GT Allowances and Clarification
Thank you for your letter. Please work directly with other members to help answer your questions pertaining to your car. TAC has tried to maintain a dialogue, without response.

T2-T4

1. #34982 (RYAN SAARI) C63 Classification Request
Member hasn't replied to emails. If member is still interested in classing this car, please provide all of the information needed to complete a T2 Spec line.

2. #35417 (William Hammac) Request classing of 2014 Audi TT 2.0L Mk.2.
Thank you for your letter. Letter writer decided to build the car for STU.

Not Recommended

B-Spec

1. #31559 (Tony Roma) Adopt Some Lines From SM Rules
Thank you for your letter. This change is not recommended at this time.

2. #34880 (Charles Davis) 09-14 Honda Fit Weight Reduction
Thank you for your letter. Competitive as classified.

P1

1. #35716 (Perry Richardson) Begin Tracking of Non-Ferrous Brakes in P1
Thank you for your letter. The Club Racing Board does not recommend this change. P1 is a development class in which a majority of respondents to a 2023 survey favored retaining non-ferrous/carbon-carbon brake systems, and penalizing development within the rules would be contrary to the class philosophy. Although Balance of Performance (BoP) adjustments are used to permit different platforms to race together in the same class, the criterion for a BoP adjustment is limited to the analysis of a car's acceleration rate 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 CRB does not adjust power or minimum weight based on the use of different brake systems, aerodynamic configurations, or chassis setups. BoP adjustments based on the type of brake system used would be particularly infeasable, given that driver technique during braking is highly variable, unlike driver technique under full-throttle acceleration.

GCR

1. #35680 (James Kuhlman) Sunroof Material in 9.3.17
Thank you for your letter. The Club Racing Board does not recommend this change. The rule is adequate as written. If specific applications should be considered, please submit a letter with those specifics to the CRB.

EP

1. #35631 (Omer "Buddy" Norton) Competition Adjustment for Caterham 7, Pages 477-478 of the GCR
Thank you for your letter, but adjustments for this specification are not recommended at this time. It is known that the Caterham is down in trap speed relative to most of its competitors, but it's also one of the class leaders in most of the other performance metrics, including acceleration rate up to a certain point before aero dependency becomes a large factor. If enough power is added to overcome that top-speed deficiency on faster tracks, then the car will become an outlier in acceleration rate between and out of corners, and dominate on slower speed tracks. The goal is to try and balance the average all of the performance attributes for every car, across an average of every track, and it is believed that the Caterham currently falls within that goal.

FP

1. #35645 (Mike Gnadt) Waiver of GCR Section 7.b
Thank you for your letter, but this is not recommended. There is no desire to waive the non-stock brakes weight adder for specific cars, and begin arbitrarily applying it. If the letter writer believes that the current base weight for this car should be re-evaluated, then that should be looked at independently.

HP

1. #35794 (Jack Schulz) Spidget 1275 HP Specs
Thank you for your letter, but no further adjustments are going to be considered for this classification at this time. The effects of recently made changes need to be fully realized first.

STL
1. #35688 (Caleb Patrie) OEM Brake Rotor Diameter
Thank you for your letter. Request is not consistent with class philosophy.

STU
1. #35735 (Anthony Piselli III) Subaru EJ20X/Y
Thank you for your letter. For consideration, please see GCR Section 9.1.4.G.2. for procedure to have the engine to be reviewed for classification. Please submit a new letter with required documentation.

T1
1. #35714 (Bill Baten) Requests for 2010-15 T1 Camaro Spec Line 1135
Thank you for your letter. We are concerned about the competitiveness of the T1 Camaro. We have already instituted changes since your last race at the June Sprints. It is currently 125 pounds lighter than it was at that time. If it is not an OEM LS3, the FPR is also larger than it was at that time. Please race again so we can see data on how these changes affected the car.

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

GCR
1. #35260 (Paul Gauzens) Change GCR 7.2 to implement SMX Fines & Consistent Camera Rule
In SMX, GCR section 9.1.7.1.D.21, change as follows:
"Cars running in ~~the~~ Spec MX-5 must have *a functioning* video *recorder/camera* ~~recording capability and it must be functional~~ during *all* qualifying and race sessions *as described in 9.3.11*. ~~The SCCA reserves the right to ask for and receive any video recording to be used for appeal decisions, and/or marketing purposes.~~*Upon request by an SCCA official, competitors must provide their video recording/data, which may be used by the SCCA for any purpose including but not limited to rule enforcement and marketing.* Failure to comply with a video request from *an* official~~s,~~ or having *a* non-functioning video *recorder/camera*~~,~~ ~~will~~ *may* be grounds for penalty or disqualification.

~~a. Vehicle is required to use at least one (1) forward-facing video recording device while on track; the following is required:~~

~~1. Video format must be a digital file to be viewed in an MS Windows compatible standard viewer.~~
~~2. Camera must capture at least the "driver's eye view."~~
~~3. Camera must produce files with the correct time and date.~~
~~4. Failure to comply will incur penalties and logbook documentation as stated in Table 18.~~"

In SMX, delete in its entirety Table 18: Video Camera Infractions.

In SMX, GCR section 9.1.7.1.D.23, change as follows:
"Penalties ~~Clarification~~ *– Non-Compliant Parts*"

In SMX, GCR section 9.1.7.1.D.23 table, change as follows:

~~Any entrant found non-compliant in the following areas maywill be penalized as follows:~~		
Level	Infraction	Penalty
1	Non-compliant modification to any of the spec parts, engine components, ECU/Electronics or modification to the chassis.	May ~~preclude~~*suspend* the driver ~~(i.e. suspend)~~ of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 1 infraction carries a $1,000 fine.
2	Non-compliant modification to the suspension or drivetrain outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May ~~preclude~~*suspend* the driver ~~(i.e. suspend)~~ of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 2 infraction carries a $500 fine
3	Use of an unauthorized or non-compliant part, engine component, ECU/Electronics or chassis or chassis part.	May ~~preclude~~*suspend* the driver ~~(i.e. suspend)~~ of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 3 infraction carries a $1,000 fine
4	Non-compliance (non-modification such as incorrect part) Use of an unauthorized or non-compliant for any of the suspension or drive-train part or component outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May ~~preclude~~*suspend* the driver ~~(i.e. suspend)~~ of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level ~~3~~*4* infraction carries a $500 fine

In Range of Penalties, GCR section 7.2, change as follows:
"~~A. Fine ($1-$99)~~
~~B.~~*A.* Reprimand NOTE: A reprimand against an SCCA member ~~shall~~*must* be noted in his license file.

B. Reprimand – Non-Compliance Technical Specifications
1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)

C. Fine ($100-$249)

D. Loss of event points

E. Fine ($250) NOTE: All fines must be in whole dollar amounts only.

F. Loss of Time, Lap, or Finishing Position

G. Fine – Non-Compliance Technical Specifications
1. FE/FE2, GCR 9.1.1.I.2.T. Penalties (Specific to Enterprises Spec Cars)
~~G.~~*H.* Probation of competition privileges
The probation is effective immediately. If available, the SCCA member card should be surrendered to the Chairman SOM or the National Office. If a fine is imposed, the conditions set forth in the probationary license will not be met until the fine is received by the Chairman SOM or the National Office. Any member on probation must notify the event Race Director or Chief Steward

prior to his first on–track session or beginning his assigned official's responsibilities. Failure to notify the Race Director or Chief Steward is a violation of probation.

1. Length of Probation

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

2. Term(s) of Probation

A member on probation may be restricted to competing in his Division; limited to competing in certain types of levels of events; or required to perform specified event–related activities, including attending an SCCA Drivers' School. Participating in SCCA Test Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation.

3. Violation of Probation

Failing to comply with the probation terms may result in further penalties assigned by a review committee appointed to hear the violation, by Driver or Official Review, or by the SOM at the event where the violation occurs.

I. Probation – Non-Compliance Technical Specifications

1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)

~~H.~~*J.* Disqualification

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.

~~I.~~*K.* Suspension of license privileges

SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. A license holder whose privileges are suspended must immediately surrender his license to the Chairman of the SOM, review committee, or Court of Appeals. The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chairman of the SOM, review committee, or the National Office.

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

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

L. Suspension of license privileges – Non-Compliance Technical Specifications

1. FE/FE2, GCR 9.1.1.I.2.T. Penalties (Specific to Enterprises Spec Cars)

2. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 23 Penalties – Non-Compliant Parts (Specific to Spec MX-5 Cars)

3. Spec Racer Ford (SRF/SRF3), GCR 9.1.8.D.1.T. Penalties (Specific to Spec Racer Fords)

~~J.~~*M.* Loss of accrued points - A competitor may be penalized all points accrued during the current season.

~~K.~~*N.* Expulsion from SCCA - A member may be expelled from the SCCA as provided in the SCCA Bylaws."

T1

1. #35886 (Club Racing Board) Touring 1 Homologated Cars
In GCR, Section 9.1.9.1.N., add second paragraph as follows:
"*Any T1 participant who enters a car that is listed in the "T1 GT4" or "Touring 1 Homologated Cars" spec lines must have the specifications for the car as homologated by the manufacturer readily available for review by SCCA stewards and officials. The participant also must ensure that copies of the same are on file with the SCCA Technical Department in advance of the start of the event in which they will be competing. Deadlines for submission of this information may be set in the event Supplemental Regulations or by other means.*"

Taken Care Of

AS

1. #35620 (Kurt Rezzetano) Header Allowance for 93-02 F Body Camaro/Firebirds with LS1
Thank you for your letter. Please see letter # 35713 in March Fastrack. Headers were added to the spec line.

B-Spec

1. #35338 (Josh Schmidt) ABS Ice Mode Safety
Thank you for your letter. This topic will be covered as a "What do you think?" as a response to letter #35321.

2. #35368 (David Oliveira) Opinion on Allowing Alternate ABS Units in B-spec
Thank you for your letter. This topic will be covered as a "What do you think?" as a response to letter #35321.

3. #35792 (Mark Wheaton) Wheel Spacers
Thank you for your letter, the BSAC has already made a recommendation to the CRB to revise this rule based on member feedback. Please see response to letter #35466 in current Fastrack.

GCR

1. #35687 (Caleb Patrie) Revision of GCR 9.3.17
Thank you for your letter. Please see the response to letter #35680 in this Fastrack.

2. #35749 (Robert Heatwole) Rain Lights
Thank you for your letter. Please see the response to letter #35307 in the March 2024 Fastrack Technical Bulletin. Cars competing in classes other than Formula and Sports Racing classes (excluding SRF and SRF3) are not required to use the 2019 FIA rain light.

What Do You Think

B-Spec

1. #35321 (David Daughtery) Stand alone abs controller

The BSAC recently received a request to permit the use of a flashable MK60 ABS unit so that the factory ABS can be reprogramed for motorsports use. The flashable Mk60 unit this letter discusses is out of production and only used examples are available on the secondary market. The typical cost of these units is $2,000 or more.

The only new MK60 units available have fixed programming that can't be easily modified. For example, Mazda 2 has the Mk60 ABS system, but not the 'motorsports' programable version that could be a solution for this issue. The only turnkey motorsports ABS solution that is currently on the market is the Continental RSX system that retails at $8,000 plus programming costs.

The BSAC is soliciting member feedback on what the class would be willing to spend in order to have programable ABS in these vehicles, with the understanding that the above prices are the range of what these systems would cost. In other words, what dollar figure would our drivers be willing to spend in order to potentially eliminate this issue?

GCR

1. #35697 (Norm Benson) Please add Window Net/Arm Restraint Wording

The Club Racing Board is seeking member input on the possible use of driver arm restraints in lieu of window nets in cars currently required to use window nets. Please reply via the CRB letter log system.

RESUMES

1. #35304 (Blair Deffenbaugh) Resume for Consideration

Thank you for your letter. This resume can no longer be accepted as Blair has taken a Staff role with SCCA.

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

DATE: March 20, 2024
NUMBER: TB 24-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2024. 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.

AS
1. #35682 (Tom Aquilante) Restricted Prep Aftermarket Parts Request
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), add to Notes the following:
"*For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.*"

In AS Spec Lines, Pontiac GTO (04-06), add to Notes the following:
"*For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.*"

2. #35824 (American Sedan Committee) Allowance of 11
In AS Spec Lines, Cadillac CTS-V (04-07), add to Notes the following:
"*11" wide wheels can be used until 3/1/25.*"

In AS Spec Lines, Chevrolet Camaro SS (V8) (10-15), add to Notes the following:
"*11" wide wheels can be used until 3/1/25.*"

In AS Spec Lines, Dodge Challenger (08-20), add to Notes the following:
"*11" wide wheels can be used until 3/1/25.*"

In AS Spec Lines, Ford Mustang GT 5.0l (15-17), add to Notes the following:
"*11" wide wheels can be used until 3/1/25.*"

In AS Spec Lines, Pontiac GTO (04-06), add to Notes the following:
"*11" wide wheels can be used until 3/1/25.*"

B-Spec/C-Spec
1. #34857 (Matt Downing) Change restrictor from 30mm to 31mm (2015+ Honda Fit) and add 50#
In B-Spec Spec Lines, Honda Fit MT (15-19), change as follows:
Weight: ""~~2525~~*2550*"
Notes: "~~30~~*31*mm"

In B-Spec Spec Lines, Honda Fit MT (15-19), change as follows:
Weight: ""~~2525~~*2550*"
Notes: "~~30~~*31*mm"
2. #35466 (Kent Carter) Wheel Offset and Spacer Revision
In GCR, Section 9.1.10.E.8., change as follows:
"Wheels: *All wheels shall be one-piece metal castings or metal two piece welded. Wheels of any offset are permitted provided the tire tread (the portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground. Wheel spacers and aftermarket wheel studs/bolts are permitted. Wheel bolts may be replaced with studs and nuts. Total offset must be the same left to right for an individual axle but may differ from front to rear.*

~~For~~ B-Spec Required wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs.

~~For~~ C-Spec Required wheel/ rim diameter is seventeen inches (17”). Maximum wheel/rim width is eight inches (8”). Minimum Wheel/rim weight shall be 17 lbs. ~~All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.~~ "

3. #35742 (B-Spec/C-Spec Committee) Set Expiration Date for Unused Spec Lines
In B-Spec Spec Lines, Mini Cooper Countryman (R60) (11-16), add to Notes the following:
”***This Spec line will expire 1/1/2025 unless an appeal is filed on or before 12/1/2024.***”

In B-Spec Spec Lines, Mini Cooper Paceman (R61) (11-16), add to Notes the following:
”***This Spec line will expire 1/1/2025 unless an appeal is filed on or before 12/1/2024.*** ”

In B-Spec Spec Lines, Nissan Versa (07-11) with 1797cc engine, add to Notes the following:
”***This Spec line will expire 1/1/2025 unless an appeal is filed on or before 12/1/2024.*** ”

C-Spec
1. #35496 (Michael Ogren) Please List the 2007-2009 Mazda 3 2.0
In C-Spec Spec Lines, classify Mazda 3i (2004-09) as follow:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mazda 3i (2004-09)	*87.5 × 83.1 1999*	*103.9*	*5 3.31, 1.84, 1.31, 0.97, 0.75*	*4.1*	*(F) 10.9 (R) 10.4*	*2690*	

Electric Vehicle
None.

Formula/Sports Racing

F6

1. #35766 (John Spitler II) Additional Clarification from Letter #34774 Intake Manifolds F600
In F6, GCR section 9.1.1.D.15.F, change as follows:
"Carburetion or fuel injection may be used and must be stock and unmodified for the model and year of the engine that is used, with no modifications to the intake system*, including no use of fairings, funnels, venturis, or other structures of any kind in the intake system above or below the intake restrictors*. The use of any carburetor jets or needles is permitted. Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted."

FC

1. #35481 (Steve Jenks) Four Pot Calipers
In FC Table FC Charts, add the following:

FC Charts						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
F2000 Metrik ZF2	*2.0 Liter Ford Zetec ZX3 (FC specification)*	*See FC rules*	*See FC rules*	*Hewland LD200 4-speed H-pattern*	*1240*	*Must meet all FC requirements except the following: Brembo 4-piston calipers, part number 09C31-865 and Brembo vented rotors, part number 09A26150.*

In FC, GCR section 9.1.1.B.1.c, change as follows:
"The USF2000 tube frame Van Diemen car powered by the Mazda MZR LF-DE 2 liter engine *and the F2000 Metrik ZF2 car equipped with 4-piston calipers* ~~is~~*are* added as ~~a~~ "spec line" car*s* in Formula Continental. Additional "spec line" cars are disfavored, and Balance of Performance (BoP) adjustments to keep "spec line" cars competitive with cars that meet the class formula are likewise disfavored."

FX

1. #35844 (Formula/Sports Racing Committee) Add Classification for 2nd Gen Ligier JS F422

In FX Table 1, add the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
FIA Certified F4 2nd Gen Ligier JS F422	*1.65 Liter Ligier Storm V4 (See notes)*	*See notes*	*See notes*	*Sadev SLR75-14LW 6-speed sequential*	*1344*	*Car must comply with FIA Article 274 2024 Formula 4 – 2nd Gen Technical Regulations and 2024 F4 United States Championship Sporting Regulations found here: https://www.scca.com/pages/technical-forms-and-downloads, as well as with all subsequent safety requirements issued by FIA and SCCA. The CRB may require a Flat Plate Intake Restrictor or reclassify the car at any time. Tire choice is unrestricted.*

General

None.

Grand Touring

None.

Improved Touring

IT General

1. #35854 (Andrew Fox) Battery Change

In GCR, Section 9.1.3.D.1.h., change as follows:

"Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Crankfire ignition systems are prohibited unless fitted as original equipment. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted. Batteries may be replaced with those of alternate manufacture ~~provided they are of similar amp-hour capacity and weight~~ and are fitted in the standard location. Additional battery hold-down devices may be used, and are strongly recommended. Cars originally equipped with two (2) 6-volt batteries may replace them with one (1) 12-volt battery installed in either of the original battery locations."

Legends Car

None.

Production

None.

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
None.

Touring
T1
1. #35582 (Touring Committee) Honda S2000
In T1 Spec Lines, classify Honda S2000 as follows:

T1	*Spec Line Number*	*Maximum Displ.*	*Min. Weight*	*Required Restrictor*	*Engine Notes*	*Chassis Notes*
Honda S2000	*1530*	*2400*	*2950*	*Supercharger pulley: 4.75" Supercharger crank pulley: 6.75"*	*Rotrex 38-81 supercharger permitted.*	*ASM Style fiberglass fenders, ASM fiberglass rear style bumper allowed. Alternate Manufacturer OEM differential housing allowed. Sequential Transmission allowed.*

T2
1. #35723 (Jason Ott) Brake Request for 2009 Porsche Cayman
In T2 Spec Lines, Porsche Cayman S (06-09), add to Notes the following:
"*The following brake kit is allowed in its entirety with a 50 lb penalty- (f) StopTech ST60 (83.788.6700), rotor size 355X32 (r) StopTech ST40 (83.799.0046), rotor size 332X32.*"

T4
1. #35767 (Touring Committee) Corrections to T4 RX8 Spec line
In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change Notes as follows:
"Mazdaspeed radiator #0000-01-8501 allowed. Mazdaspeed coil spring kit #QSEA-34-01Z allowed. OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB. Springs allowed 700lb (f) *max*, 400(r) *max*. *Oil metering pump may be bypassed.* Alternate sway bars allowed max 32mm (f) 19mm (r)."

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brandon Fetch vs. SOM COA Ref. No. 23-17- NE
December 9, 2023

FACTS IN BRIEF
On Saturday, September 16, 2023, following the Group 6 race at the Fun One Divisional at Watkins Glen International, Brandon Fetch, driver of Spec Miata (SM) #48 filed a Protest against Cody Connelly, driver of SM #82, charging violations of General Competition Rules (GCR) 6.11.1.A. and D. (Rules of the Road) by failing to maintain vehicular control and contact.

The Stewards of the Meeting (SOM) Dean Croucher and Phil Kelley (Chairman) met, reviewed the available evidence and disallowed the Protest as being a "racing incident". Mr. Fetch appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA), Lee Hill, Rick Mitchell, and James Foyle (Chairman) met on October 22, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Mr. Fetch, submitted October 5, 2023.
2. Official Observer's Report and related documents, received October 5, 2023.
3. Video from SM #82 and SM #48 (SOM reviewed), received October 5, 2023.
4. Video from a trailing driver (provided by the appellant), received October 5, 2023.
5. Narrative, screen prints, and analysis by Mr. Fetch, received October 5, 2023.

FINDINGS
Mr. Fetch provided video evidence not available at the time of the Protest hearing, along with additional comments, photos, and analysis of the incident. He argued the SOM did not do a full investigation and may have relied on their own experience driving the track in making the ruling.

The COA was unable to provide a fair analysis of the process and substance of the protest decision because the documentation from the first court was incomplete. Further, the COA notes the GCR does not provide a definition of "racing incident". Given the new evidence received and the absence of witness statements from the original hearing, the COA found it impossible to rule without acting as a first court – an action

prohibited by GCR 8.4.5.C. The COA invoked GCR 8.4.5.A.2. and requested the Chairman of the Stewards Program appoint a new first court.

A new SOM court consisting of Paul Gauzens, James Rogerson (Driver Representative), and Michael West (Chairman), convened on November 28, 2023, to review all submitted evidence, interview witnesses, and rule on Mr. Fetch's protest. The SOM determined Mr. Connelly violated GCR 6.11.1.A.(Avoid Contact). Mr. Connelly was found wholly responsible for the metal-to-metal contact with Mr. Fetch and the resulting impacts. Mr. Connelly was assessed a reprimand and probation for two race weekends, effective November 28, 2023. Mr. Connelly did not appeal the ruling.

DECISION
The COA accepts the decision of the new first court as resolution of Mr. Fetch's appeal. Mr. Fetch'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Clement Lee vs. SOM COA Ref. No. 23-22-SP
February 21, 2024

FACTS IN BRIEF

On Sunday, November 5, 2023, following the Group 3 race at the Cal Club Divisional at Buttonwillow Raceway Park, Austin Varco, driver of Spec Miata (SM) #2 filed a Protest against Clement Lee, driver of SM #89, charging violations of General Competition Rules (GCR) 6.11.1.A-D. (Rules of the Road) including blocking, failure to leave racing room, and intentional contact.

The Stewards of the Meeting (SOM) Marge Binks and Jerry Andersen (Chairman) met, reviewed the available evidence and determined Mr. Lee violated GCR 6.11.1.A. (Avoid Contact), B. (Allow Racing Room), C. (Blocking), and Appendix P (Racing Room and Passing Guidelines) and penalized Mr. Lee with a loss of two positions in class. Mr. Lee appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Costa Dunias (Chairman) met on December 14, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Lee, submitted November 12, 2023.
2. Official Observer's Report and related documents, received December 6, 2023.
3. Video from Car #89 provided by Mr. Lee, received December 6, 2023.

FINDINGS

In his appeal letter, Mr. Lee stated the SOM did not interview him or view his video prior to making their decision. He provided his in-car video of the race for the COA to review. The COA notes the SOM did not provide video from SM #2, although the Hearing and Decision form indicates video was considered.

After reviewing Mr. Lee's Appeal letter and the official Observer's Report, the COA was unable to verify whether Mr. Lee was given an opportunity to rebut Mr. Varco's protest. GCR 8.4.5.A.2. states the COA may "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." Therefore, to provide Mr. Lee and Mr. Varco with full and equitable due process, such a request was made.

A new SOM court consisting of Matias Bonnier, Dave Deborde, and Gloria Larson, Chairman, convened remotely to review all submitted evidence, interview witnesses, and rule on Mr. Varco's protest. The SOM disallowed the protest and provided their ruling to Mr. Varco and Mr. Lee separately on February 11, 2024. In doing so, the original SOM's ruling became null and void. Mr. Varco was advised of his right to appeal the new ruling. Mr. Lee was advised he could continue his appeal based on the new SOM decision. Mr. Lee did not seek to continue his appeal.

DECISION
The COA returns Mr. Lee's appeal unheard. As no additional appeal was initiated, the matter is now closed. Mr. Lee's entire appeal fee will be returned.

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

CLUB RACING BOARD MINUTES | April 2, 2024

The Club Racing Board met by teleconference on April 2, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liaisons; Deanna Flanagan, Director of Program Services, Jon Krolewicz, Sr Manager of Program Development, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #35903 (Steven Pounds) Support for Letter #35742
Thank you for your letter.

2. #35905 (Steven Pounds) Feedback on Letter #35466
Thank you for your letter. The updated offset rules were written specifically to allow differences in offset front to rear in order to assist in fitment with the wider Goodyear tires, which some vehicles were having clearance issues with. While allowing different offsets front to rear does allow the use of wheel stagger as a chassis tuning tool, wheel spacers are not an expensive purchase and it is a chassis tuning method the committee is perfectly fine with allowing racers to explore.

3. #35906 (Steven Pounds) Feedback to Letter #35321 Standalone ABS
Thank you for your letter.

4. #35917 (Mark Wheaton) Programmable ABS
Thank you for your letter.

FA

1. #35909 (Dean Turnbaugh) Modernization Request-Pro Formula Mazda
Thank you for your letter. The Pro Formula Mazda is classified as a "Spec Line Car" under FA Table 2 because its engine, transmission, and overall bodywork dimensions do not comply with the general FA rules in GCR section 9.1.1.A and FA Table 1. The Honda K20Z3 engine is an option for cars that comply with the general FA rules. Please see FA Table 1, Spec Line G, and GCR section 9.1.1.A.2.c. To take advantage of the Honda K20Z3 engine option, a Pro Formula Mazda chassis needs to comply with all of the general FA rules, including but not limited to the 90 cm maximum height of the bodywork and aerodynamic devices in section 9.1.1.A.1.g.1, the 130 cm maximum bodywork width behind the front wheels in section 9.1.1.A.1.g.2, and the maximum of five forward speeds in section 9.1.1.A.3.a.

P1

1. #35869 (Gregory Case) Rain Light Addition/Clarification
Thank you for your letter. Rain lights in Technical List No. 19 meet the previous 2008 FIA specification, while rain lights in Technical List No. 76 meet the current 2019 FIA specification. A significant difference exists between the two specifications. Rain lights that meet the 2019 FIA specification are more than three times brighter than rain lights that meet the 2008 FIA specification. When researching the subject, the FSRAC and the CRB reviewed video footage of formula and sports racing cars in SCCA rain races, and the visibility of the cars ahead was clearly a function of the level of brightness from individual rain lights. Please see the response to letter #34859 in the November 2023 Fastrack. The FSRAC and the CRB concluded that the current 2019 FIA standard's three-times-brighter specification would have made a significant difference in the visibility of the cars ahead in these rain races, providing a measurable improvement in the safety of the competitors. The CRB's decision to follow the current 2019 FIA specification for F/SR rain lights was based on choosing the standard that afforded the level of safety believed to be appropriate for these cars.

P2

1. #35833 (Bart Wolf) CN Spec Bodywork
Thank you for your letter. The Group CN spec line allows competitors to use bodywork permitted in the V de V European Proto Endurance Challenge series, and the regulations for that series permit the use of carbon fiber bodywork.

2. #35834 (Bart Wolf) CN Spec Air box
Thank you for your letter. The Group CN spec line does not require the original airbox. There are no restrictions on the intake system upstream of the 64mm single throttle body and 50mm flat plate intake restrictor.

GCR

1. #35860 (SCCA Staff) Race Experience/9.3 Comparison
Thank you for your input. The differences in GCR class racing versus the requirements and specs of Race Experience are noted.

2. #35904 (Steven Pounds) Support for Letter #35858
Thank you for your letter in support of Flagtronics systems being installed within reach of drivers. Please see the response to letter #35858 in this Fastrack's Technical Bulletin.

3. #35915 (David Mead) Window Net/Arm Restraints
Thank you for your input regarding the use of arm restraints in lieu of window nets.

General

1. #35135 (Armen Megregian) Super Tour 3 day Race Schedule
Armen, Thank you for your letter and concern about the HST schedule. Time is a precious commodity on HST weekends and we are working to improve the experience for everyone. We will take your preference as well as others into consideration as we move forward in planning for 2025 and beyond.

2. #35373 (Peter Zekert) Runoffs 2024 B-Spec and GTLite schedule
Peter, Thank you for your continued support of SCCA Road Racing. As you know scheduling for Runoffs is a difficult and arduous task. While it is doubtful we can meet your specific requests, the Staff and CRB will do what it can to accommodate your multi-class Runoffs aspirations.

3. #35841 (David Fiorelli) Runoffs Format Proposal
David, Thank you for your suggestion. The CRB, Staff, and BoD Liaisons have been working on various planning matters including Runoffs scheduling and the continued demand for a shortened event. Split scheduling of the event was one of the topics on our agenda. Much progress has been made and we look forward to continuing this work in the weeks to come. Stay tuned.

4. #35910 (Peter Olivola) Super Tour Race Format
Peter, Thank you for your suggestion.

5. #35929 (Michael Varacins) Return to Single Race Events
Michael, Thank you for your suggestion and thoughtful comments. The CRB, Staff, and BoD Liaisons have been working on scheduling and will consider this option for future events.

6. #35931 (Michael Varacins) Mandated Split of Big Bore Open Wheel Group at HST Events
Michael, Again, thank you for your comments. Track time is a precious commodity on a race weekend, especially at our highly subscribed events. Unfortunately, mixed class run groups are the norm for all but the largest classes. We do however wish to provide the best experience and quality track time to all competitors and understand that composition of the run groups has a significant impact on such. We will continue to try to improve the run groups and schedules. We appreciate your continued support and participation in the SCCA Road Racing Program.

GT2
1. #35747 (Andrew Aquilante) Wrong Information for Letter #33759/Corvette C8
Thank you for your letter and for your comments.

2. #35838 (Kristofer Olson) GT2-ST Acura NSX Spec-line change
Thank you for your letter. Please see the CRB response to your request letter #35009 in current Fastrack.

3. #35856 (Kristofer Olson) GT2-ST Acura NSX Spec Line Request
Thank you for your letter. Please see CRB response to your request letter #35009 in current Fastrack.

GT3
1. #35806 (Taz Harvey) Allow the Civic TCR a Chance
Thank you for your letter. Please see the CRB response to your earlier request letter #35482 in current Fastrack.

GTX
1. #33829 (Dominic Starkweather) Saleen S1 Cup car to Compete in GTX
Thank you for your letter. Please the CRB response to your request letter #33522.

Not Recommended
AS
1. #35642 (Art DeFraites) 4.6 3V Motor
Thank you for your letter. The car is adequately classified as is.

C-Spec

1. #35853 (Gabriel Fehribach) 2010-2013 Mazda3i MZR

Thank you for your letter. The addition of aftermarket rear sway bars for C-Spec was not recommended by the committee at this time as we would like to see more of these cars actually on track before approving additional parts. The committee is open to permitting aftermarket sway bars in the future, but would likely do so across the entire category, not just for individual cars.

Additionally, aftermarket end links are already permitted in B/C-Spec under rule #36 "Adjustable sway bar end links may be used on all cars." The committee understands this allowance is easy to miss as it is at the end of a long paragraph that covers various aspects not related to these parts. We are slowly working towards revisions of the rules that will make them easier to read in the future, especially given that B and C-Spec are now sharing a ruleset.

P2

1. #35836 (Bart Wolf) CN Spec 55 mm FPR

Thank you for your letter. The Club Racing Board does not recommend this change. In the P2 class, Balance of Performance (BoP) adjustments are not used to equalize top-speed performance, which is heavily affected by the balance of aerodynamic efficiency versus the downforce package chosen by the driver. If top-speed performance *were* a basis for BoP adjustment in P2, no change would be needed: race performance data obtained in several recent events from the subject CN platform and various cars using motorcycle engine-based platforms does not indicate that the CN platform has a top-speed performance disadvantage. In P2, the criterion for a BoP adjustment is limited to the analysis of a car's longitudinal acceleration rate in a speed range before aerodynamic drag has a significant effect—typically between 60 and 100 mph. The data does not indicate that the CN platform has a performance disadvantage in its acceleration rate, so no justification exists for changing the size of the CN platform's flat plate intake restrictor at this time.

GCR

1. #35569 (Greg Amy) Fire Bottle for SMX

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #35381 in the January 2024 Fastrack.

2. #35897 (Greg Amy) Letter #35697 Arm Restraints in Closed Cars

Thank you for your input regarding the use of arm restraints in lieu of window nets.

GT2

1. #33522 (Dominic Starkweather) Saleen S1 Cup Car to Compete in GT2

Thank you for your letter. The CRB believes that this car is properly classed in GTX.

GT3

1. #35482 (Taz Harvey) Honda TCR Weight

Thank you for your letter. The CRB will continue to monitor SCCA collected data.

Prod General

1. #35919 (Brian Downey) 5 Speed Transmissions

Thank you for your letter, but allowing a higher quantity of gears beyond what a car came with originally, is not within class philosophy. If the competitive balance of a particular car is in question, then a suggestion should be made for an adjustment that's within the usual philosophy of the Production category.

STL

1. #35880 (Kyle Freiheit) Miata B6T Cylinder Head Request
Thank you for your letter. The use of the B6T cylinder head in STL is not consistent with class philosophy.

2. #35961 (Bill Damron) Question Regarding Valve Seat Angle & Seat Spacer
Thank you for your letter. We allow valve seat angle to be open but a spacer is a separate part and not encompassed in our open seat angle allowance.

T1

1. #35887 (Garry Crook) C8 Corvette T1 Restrictor Plate Rule
Thank you for your letter. We would like to collect data on this car in fully prepared condition. This includes top-of-the-line tires. We are not prepared to make this change at this time.

T3

1. #35751 (Marshall Mast) Solstice Help to Match Changes in Class
The Touring committee is receptive to your request, but we are still operating on very limited data. Please consider attending a HST where we can collect data for analysis.

2. #35890 (Simon Foweather) Request to Adjust the Nissan 350Z/370Z
Thank you for your letter. We will continue to monitor the class, but previous data shows the car is competitive.

3. #35912 (Christopher DeShong) Power Increase for N/A Under 3L Cars
Thank you for your letter. We like to handle BOP adjustments on a car-by-car basis. We don't wish to make large-scale changes at this time.

4. #35913 (Christopher DeShong) T3 Under 3L Tire Sizes
Thank you for your letter. We like to make BOP adjustments on a car-by-car basis. We don't wish to make this change at this time. Increasing tire size this much may not actually benefit these cars as much as you think.

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. #35655 (Steve Pence) Proposed Change to GCR 8.2
In Hearings and Judgements, GCR section 8.2, change as follows:
"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include 3rd parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. ~~Each party or witness must be heard separately and privately.~~ *The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to hear, read, and view all evidence presented to the SOM, including but not limited to videos. A party is not entitled to receive a copy of a video obtained from another party or witness, nor shall the protesting party be permitted to view items subject to a mechanical protest.*"

2. #35665 (Richard Muise) Steward Hearing and Minors
In Hearings and Judgements, GCR section 8.2, add the following:
"For the purpose of this section, the term "party" means anyone who has protested or been protested, or who is the subject of a Chief Steward's Request for Action, in addition to anyone found to have been involved with and possibly responsible for the incident(s) in question. *Where one of the parties is a minor, it is recommended that one adult (parent, guardian, or other) accompany the minor to the hearing, with the understanding that it is only the minor who is being interviewed (unless the parent, guardian, or other adult is also a witness).*"

Taken Care Of

AS

1. #35643 (Art DeFraites) 4.6 3V Motor Build
Thank you for your letter. A member of the committee reached out and clarified the rule.

2. #35644 (Art DeFraites) 4.6 3V Motor Weight Reduction Guidance
Thank you for your letter. A member of the committee reached out and clarified the rule.

3. #35760 (Art DeFraites III) Verifying A Sedan Specification Line Clarification
Thank you for your letter. A member of the committee reached out and clarified the rule.

GCR

1. #35801 (Mike Smith) Penalties for SMX 9.1.7.1.20 Mandatory Video Camera
Thank you for your letter. Please see the response to letter #35260 in the April 2024 Fastrack Technical Bulletin.

General

1. #35690 (Armen Megregian) Follow up to Letter #35135
Thank you for your letter. Please see letter # 35135 in current Fastrack.

ITS

1. #35982 (Jeff Giordano) Requesting ITS spec line adjustment for the MX-5 (NC)
Thanks for your letter. Please see letter # 35968 in current Fastrack.

FP

1. #35911 (Perry Simonds) Performance Parity
Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

2. #35914 (Paul Jensen) Request to Slow the 1.8 Liter Hondas
Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

3. #35928 (Doug Weaver) FP Equality
Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

4. #35939 (Bill Hingston) Requesting Restrictor Plate for Honda and Acura Powered Cars
Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

5. #35967 (Mason Workman) FP - Balance of Performance
Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

HP
1. #35960 (Greg Plush) 5 speed transmission
Thank you for your letter. Please see response to Letter #35919 in current Fastrack.

T2
1. #35791 (Clark Giguiere) Battery Weight Reduction Limit
Thank you for your letter. There was a recent change to the battery rules. The weight requirement has already been removed. "Batteries may be replaced provided the replacement is capable of starting the car. Batteries may not be relocated unless noted on the spec line. Batteries must be adequately secured. Battery labeling must conform to 9.3.35.D."

T4
1. #35845 (Coyote Black) ND2 MX-5 Addendum
Thank you for your letter. Please see letter # 35837 in current Fastrack.

What Do You Think
None.

RESUMES
IT General
1. #35571 (Club Racing Board) Resume for ITAC
Barry Borgschatz has been added to Improved Touring Advisory Committee.

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

DATE: April 20, 2024
NUMBER: TB 24-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2024. 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. unless otherwise noted.

American Sedan
AS
1. #35733 (American Sedan Committee) 6th gen Camaro limited prep
In AS Spec Lines, classify Chevrolet Camaro 1LE (2016-) as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.)	Notes:
Chevrolet Camaro, 1LE (2016-)	*110.6*	*2.66,1.78,1.30,0.74,.5*	*(F) 345mm x 32mm Vented (R) 338mm x 28mm*	*275 tire 3600*	*60mm flat plate restrictor required. Any front 355mm 4 piston caliper and 2-piece rotors permitted. Dry Sump Kit permitted.*

2. #35825 (Desi Colon) Chevrolet/Pontiac Camaro & Firebird (82-92) 5.7L V8 LS1 Alum BLK
In AS Spec Lines, classify Chevrolet/Pontiac Camaro & Firebird (82-92) 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder, as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.)	Notes:
Chevrolet/Pontiac Camaro & Firebird (82-92) 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.0	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or3.35, 1.93, 1.29,1.00, 0.61	13.1 x 1.27 disc	275 Tire 3200	17" max wheel size Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is

					permitted. 1-3/4 headers allowed

3. #35891 (American Sedan Committee) Full Prep Head
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (82-92), add to Notes the following:
"*Flo Tek Head part #102-500* are permitted."

In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), add to Notes the following:
"*Flo Tek Head part #102-500* are permitted."

In AS Spec Lines, Chevrolet Camaro (10-15), add to Notes the following:
"*Flo Tek Head part #102-500* are permitted."

In AS Spec Lines, Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86), add to Notes the following:
"*Flo Tek Part # 203-500 are permitted.*"

In AS Spec Lines, Ford Mustang Including Cobra 94-04, add to Notes the following:
"*Flo Tek Part # 203-500 are permitted.*"

In AS Spec Lines, Ford Mustang GT (05-14), add to Notes the following:
"*Flo Tek Part # 203-500 are permitted.*"

B-Spec
1. #35746 (B-Spec/C-Spec Committee) Delete trim levels/update language for spec lines
In B-Spec Spec Lines, change Model description as follows:
"Chevrolet Sonic ~~4dr~~ Sedan MT (12-19)"
"Chevrolet Sonic ~~4dr~~ Sedan AT (12-19)"
"Chevrolet Sonic ~~5dr Hatch~~ *Hatchback* MT (12-19)"
"Chevrolet Sonic ~~5dr Hatch~~ *Hatchback* AT (12-19)"
"Ford Fiesta ~~5dr~~ Hatchback (11-19)"
"Ford Fiesta ~~4dr~~ Sedan (11-19)"
"Honda Fit *MT* (07-08)"
"Honda Fit ~~Automatic~~ *AT* (07-08)"
"Honda Fit *MT* (09-14)"
"Hyundai Accent ~~GS~~ Hatchback (12-19)"
"Kia Rio ~~5-door/LX~~ *Hatchback* (12-19)"
"Nissan Versa ~~S~~ (2020-)"
"Toyota Yaris Hatch*back* (07-11)"
"Toyota Yaris Hatch*back* (12-18)"

B-Spec/C-Spec

1. #36066 (B-Spec/C-Spec Committee) Wheel Rules
In GCR, Section 9.1.10.E.8., change as follows:
"Wheels: All wheels shall be one-piece metal castings or metal two piece welded. *All four wheels must be the same dimensional offset. Any offset is permitted so long as* ~~Wheels of any offset are permitted provided~~ the tire tread (~~the~~ *that* portion of the tire that contacts the ground) ~~does~~*may* not protrude beyond the fender opening when viewed from the top perpendicular to the ground. ~~Wheel spacers and a~~*A*ftermarket wheel studs*/ and or wheel* bolts are ~~permitted~~*allowed*. Wheel bolts may be replaced with studs and nuts. *Wheel spacers are allowed, but must be the same thickness on all four corners.*Total offset must be the same left to right for an individual axle but may differ from front to rear.

B-Spec Required wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs.

C-Spec Required wheel/rim diameter is seventeen inches (17”). Maximum wheel/rim width is eight inches (8”). Minimum Wheel/rim weight shall be 17 lbs.

~~Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground.~~"

C-Spec

1. #35768 (Kent Carter) Errors and Omissions on the C-Spec Spec lines
In C-SPEC Spec Lines, Chevrolet Cruze (2010-16), change as follows:
Horsepower/Torque: "~~138/125~~"
Notes: "*Allow BC Racing Q-06-BR suspension kit or RedShift Q-06-CSPEC.*"

In C-SPEC Spec Lines, Dodge Dart (2014-16), change as follows:
Horsepower/Torque: "~~160/148~~"
Notes: "*Allow BC Racing or RedShift Z-06-CSPEC kit.*"

In C-SPEC Spec Lines, Ford Focus (2012-18), change as follows:
Horsepower/Torque: "~~160/146~~"
Notes: "*Allow BC Racing E-21-BR or RedShift E-21-CSPEC kit.*"

In C-SPEC Spec Lines, Honda Civic (2012-15), change as follows:
Horsepower/Torque: "~~140/128~~"
Notes: "*Allow BC Racing A-58-BR or RedShift A-18-CSPEC kit.*"

In C-SPEC Spec Lines, Honda Civic (2006-11), change as follows:
Horsepower/Torque: "~~140/128~~"
Notes: "*Allow BC Racing A-18-BR or RedShift A-58-CSPEC kit.*"

In C-SPEC Spec Lines, Mazda3i SKYACTIV (2012-13), change as follows:
Horsepower/Torque: "~~157/148~~"
Notes: “*Allow BC Racing N-03-BR or RedShift N-03-CSPEC kit.*”

In C-SPEC Spec Lines, Mazda 3i MZR (2010-13), change as follows:
Horsepower/Torque: "~~148/135~~"
Notes: "*Allow BC Racing N-03-BR or RedShift N-03-CSPEC kit.*"

In C-SPEC Spec Lines, Toyota Corolla (2007-12), change as follows:
Horsepower/Torque: "~~132/128~~"
Notes: '*Allow BC Racing C-02-BR or RedShift C-02-CSPEC kit.*"

In C-SPEC Spec Lines, Toyota Corolla (2013-18), change as follows:
Horsepower/Torque: "~~148/129~~"
Notes: "*Allow BC Racing C-24E-BR or RedShift C-24-CSPEC kit.*"

In C-SPEC Spec Lines, VW Jetta (2011-15), change as follows:
Horsepower/Torque: "~~115/125~~"
Notes: "Allowed aftermarket header and cold air intake*. Allow RedShift H-43-CSPEC kit.*"

Electric Vehicle
None.

Formula/Sports Racing
P1
1. #35907 (Club Racing Board) Update GCR section 9.1.8.B.J.7
In P1, GCR section 9.1.8.B.J.7, change as follows:
"Engines not specified in the table below are not permitted in P1. SCCA ~~does~~ encourage*s* members *who* wish~~ing~~ to race *other* engine~~s~~ *designs* or propulsion systems not listed ~~above, including Diesel internal combustion engines, hybrid or electric drive solutions,~~*below* to request consideration on a case~~–~~by~~–~~case basis via letter to the Club Racing Board at crbscca.com."

P2
1. #35835 (Bart Wolf) CN Spec ECU
In P2 Engine Table, Spec Line E, change the notes as follows:
"No engine modifications except ~~for dry sump oil system, ECU mapping, and exhaust system~~*the following: oil system, ECU, and exhaust are unrestricted*."

2. #35900 (Club Racing Board) E&O - Correct FIA Group CN spec line notes
In P2 Table 1, FIA Group CN spec line, change the notes as follows:
"FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components *are* required. V de V *European Proto* Endurance ~~Series~~*Challenge* permitted bodywork, rear diffuser, wing, wheels, and assisted shifting *are* allowed. *Car* ~~M~~*m*ust comply with all other P2 requirements. ~~Competitors must have copies of~~ FIA Group CN Technical Regulations and V de V *European Proto* Endurance ~~Series~~*Challenge* Sporting and Technical Regulations ~~in their possession and present them upon request~~*are available here: https://www.scca.com/pages/technical-forms-and-downloads*."

GCR

1. #35781 (Bruce Beauvais) Accepted Licenses
In Appendix C. Licensing and Types, GCR section 2.8.B.7, add the following:
"Midwestern Council of Sports Car Clubs (MCSCC) *Instructor,* Full*,* and Novice permit"

2. #35852 (Jonathan Black) SMX Fuel Cell Exemption
In Fuel Cell Specifications, GCR section 9.3.26, add the following:
"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, C-Spec, Spec Miata, *Spec MX-5,* 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.)."

3. #35858 (SCCA Staff) RM 24-02 9.3.30.1 Flagtronics
In Cars and Equipment, GCR section 9.3.30.1, add the following:
RM 24-02 "All cars competing in the SCCA Runoffs (beginning in 2024) must have a functioning FT200 unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification ~~can~~*may* be *made* ~~via~~*through* the FT200 display or through the car's dash via *an* FT200 CAN Bus connection. *It is recommended that the Flagtronics unit be installed with the buttons within the driver's reach while belted in the normal driving position to allow the driver to respond to messages from Race Control in the event of an impact that triggers the Flagtronics impact alert.* The unique ID number of the Flagtronics unit ~~shall~~*must* be provided to the SCCA during the event registration process or as defined by the event supplemental regulations."

4. #36003 (SCCA Staff) GCR Page 90 change
In Cars and Equipment, GCR section 9.4.D.4.d, replace photo with image, denote image as Figure 14, and reference as follows:
"Cars competing in Improved Touring, Spec Miata, T4, B-Spec, and C-Spec may extend one tube per side from the door bars down to the rocker panel. (Figure ~~13~~*14*) The attachment point may be no larger than 25 square inches and no longer than 8 inches in any direction. The tube must not exceed door bar diameter and thickness. The attachment points must be approximately centered longitudinally in the door openings."

In Cars and Equipment, GCR section 9.4.D.7.b, renumber images as Figures 15 and 16 and reference as follows:
"Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered, or muff-type as shown in figures ~~14~~*15* and ~~15~~*16*. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces."

General

None.

Grand Touring

GT General

1. #35009 (Kristofer Olson) Request for Spec Line 1010 Reconsideration
In GT2-ST Spec Lines, Acura NSX, change as follows:
Minimum Weight: "~~2700~~*3000*"
Restrictor: "~~43~~*45*mm TIR"

GT1

1. #35652 (John Bodnar) Camaro 1993- and 2010-
In GCR, Section 9.1.2.E.1.b.3., change as follows:
"Camaro (1993-*2002*)"

GT2

1. #35878 (Michael Quattlebaum) Request to Eliminate the FPR from the Corvette (-2013) with LS2
In GT2-ST Spec Lines, Chevrolet Corvette (14-19), change Restrictor as follows:
"~~78~~*80*mm flat plate"

GT3

1. #35753 (Sam Fouse) Mazda MZR Engines
In GT3 Engines-FORD, Duratech, add to Notes as follows:
"*Hood bulge allowed w/ no openings.*"

2. #35773 (Robert Stratos) Disenfranchised GT2 Acura RSX to Run GT3
In GT3 Engines -ACURA Spec Lines, K20A, add to Notes as follows:
"*RSX body only. Disenfranchised GT2* add 75 lbs.*"

3. #35885 (Scott Schick) Toyota 4Y Engine Request
In GT3 Engines - TOYOTA, classify 4Y as follows:

GT3 Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4Y	*OHV*	*91 X 86*	*2.237*	*Alum. Non-Crossflow*	*2*	*Urestricted*	*2030*	

4. #36008 (Grand Touring Committee) GT3 spec lines clean-up
In GT3 Cars - TOYOTA, change Model as follows:
"~~DR86~~*GR86*"

5. #36009 (Grand Touring Committee) GT3 Honda spec line clean-up x 2
In GT3 Engines - HONDA Spec Lines, change Engine Family as follows:
"~~89mm~~ *K20C1*"
"~~1973cc~~ *K24*"

6. #36010 (Grand Touring Committee) GT3 Mazda spec line clean-up x2
In GT3 Cars - MAZDA Spec Lines, change as follows:
Heading: "~~4~~*Model*"
"~~Unrestricted~~*323*"
"~~2195~~*626*"

GTL
1. #35661 (James Bell) Allow 34 mm chokes for the Datsun 510
In GTL Engines-NISSAN Spec Lines, change L16 (Limited Prep) as follows:
Fuel Induction: "~~32~~*34*mm"
Weight: "~~1950~~*2000*"

Improved Touring
ITS
1. #35968 (Justin Deffenbaugh) Update Spec Line for MX-5 NC
In ITS Spec Lines, MX-5 (06-10), change year as follows:
"(06-~~10~~*15*)"

Legends Car
None.

Production
FP
1. #35876 (Darryl Saylor) Request to Replace CRX Plastic Panels
In FP spec line "Honda CRX / CRX Si (84-87)", add the following wording to the Notes section:
"*The plastic **OE** front header/nose body panel, lower rocker side-skirt, and lower door cap panel can be replaced by a replica, which may be constructed of an alternate material, provided its appearance remains stock.*"

2. #35896 (Production Committee) FP data and parity
In the following FP spec lines, add the following wording to the Notes section:
Acura Integra (90-93)
Acura Integra LS (94-01)
Acura Integra GSR (92-93)
Honda Civic Del Sol VTEC (94-97)
Honda Civic Si (99-00)
"*55mm Flat Plate Intake Restrictor is required.*"

HP
1. #35875 (Darryl Saylor) Replace plastic panels
In HP spec line "Honda CRX/Si (84-87)", make the following change to the Notes section:
"The *plastic **OE*** front header/nose body panel*, lower rocker side-skirt, and lower door cap panel* can be replaced by a replica*,* which may be constructed of an alternate material*,* provided its appearance remains stock."

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
None.

Touring
T1
1. #35987 (Touring Committee) Please Expedite classing the C63 Mercedes
In T1 Spec Lines, classify Mercedes AMG-C63 S (2023) as follows:

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Mercedes AMG-C63 S (2023)	*1530*	*4000*	*3700*			

T2
1. #35895 (David Newman) Competition Adjustment Request/Wheel Size of E46
In T2 Spec Lines, BMW M3 (01-06), change Max Wheel Size (inch) as follows:
"~~18 x 9~~ *18 x 10*"

T2-T4
1. #35761 (David Mead) Allow T4 and T3 RX8 to Disable/Remove Factory Oil Inj.
In T3 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), add to Notes as follows:
"*OEM oil injection system may be removed or disabled.*"

In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), add to Notes as follows:
"*OEM oil injection system may be removed or disabled.*"

2. #35916 (Scotty B White) Driveshafts
In GCR Section 9.1.9.2.D.4.b., add the following:
"*6. T2-T3- Driveshafts may be replaced with alternative materials ie. carbon fiber, aluminum, steel. Two-piece driveshafts may be replaced with one-piece units. If non-OEM driveshaft is used, add 25 lbs.*"

T3
1. #35918 (Touring Committee) Audi S4 HST requirement
In T3 Spec Lines, Audi S4 (00-02), add to Notes as follows:
"**This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**"

T4
1. #35837 (Coyote Black) 2023 ND2 Miata Classification and Allowances
In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-21), change Year as follows:
"(19-~~21~~24)"

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-21), add to Notes as follows:
"*Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, springs up to 500lb front and 300lb rear allowed. Mazda tower brace 0000-04-5626 allowed.*"

2. #35851 (Andrew Burke) Errors and Omissions for 06-09 VW Rabbit Rotor
In T4 Spec Lines, Volkswagen Rabbit 2.5 (06-09), change Brakes as follows:
"(F) ~~228~~ *288* Vented Disc (R) 260 Solid Disc"

3. #35999 (Touring Committee) GCR ERROR - letter not properly applied to GCR
In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), change Notes as follows:
"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. ~~The following item(s) must remain stock: transmission differential unless specified below.~~ Retractable hardtop option permitted but must be disabled from moving action and positively fastened. 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). 29mm (f) 16mm (r) sway bars allowed. ~~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).~~ Up to 500lb front and 300lb rear springs allowed. Mazda Motorsports Header part #0000-06-5410 allowed. Mazda tower brace 0000-04-5626 allowed."

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Marc Cefalo vs. SOM COA Ref. No. 24-01-SE
April 11, 2024

FACTS IN BRIEF

On March 10, 2024, at the Atlanta Region Hoosier SCCA Super Tour event held at Michelin Raceway Road Atlanta, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of car-to-car contact in Sunday's Group 4 Race 2 between Marc Cefalo, driver of Touring 4 (T4) #00, and Kevin Fryer, driver of T4 #98, at Turn 9.

The Stewards of the Meeting (SOM) David Hsu, Bob Neff, and Russ Gardner (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Cefalo violated General Competition Rules (GCR) 6.11.1.A., B., C., and D. (On Course Drivers Conduct) by failing to leave racing room while attempting to pass T4 #98, resulting in contact. The SOM penalized Mr. Cefalo with a twelve-month probation, a $250 fine, and assessed 3 penalty points on his competition license.

Mr. Cefalo appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Bev Heilicher, and Lee Hill (Chairman) met on April 4, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Cefalo, submitted March 16. 2024.
2. Notification of Appeal, received March 26, 2024.
3. Official Observer's Report, in-car videos, and related documents, received March 26, 2024.
4. Photo of Mr. Cefalo's car showing damage and tire marks, received March 26, 2024.
5. Response and rear-facing video from Kevin Fryer (driver of T4 #98), received April 1, 2024.
6. Email from Russ Gardner, Chairman SOM, received April 3, 2024.

FINDINGS

In his appeal, Mr. Cefalo asserted he left adequate racing room for T4 #98. In his opinion, while overtaking Car #98 and being completely alongside his left side, Car #98 moved twice to the left resulting in contact with Car #00. Mr. Cefalo stated there was "zero attempt to squeeze Car #98 to the right". Mr. Cefalo further claimed the second

contact, in which Car #98 moved towards the left and made contact, hooked his car immediately to the right sending both cars off course and into the wall.

At the time of the incident, Mr. Fryer and Mr. Cefalo were running 1st and 2nd in the T4 class on lap 11 of a 13-lap race. The COA reviewed the submitted videos which showed the two cars had been running in very close proximity for essentially the entire race and there had been several previous passes or passing attempts – all of which were closely contested but executed cleanly.

On the lap in question, Car #98 was leading Car #00 approaching Turn 9. Car #00 moved to the left and began to overtake, leaving Car #98 approximately one car width to the right edge of the track and about one foot to Car #98's left. Car #98 continued in a straight line but angled slightly to the left aiming for a point near the apex of Turn 10a. Slight contact occurred between the two cars with the left rear of Car #98 contacting the right front of Car #00. Car #00 moved left following this contact but quickly re-established a gap of about a foot between the two cars with Car #00 fully alongside #98. The second contact between the cars resulted in Car #00 abruptly moving sharply right forcing both cars into the concrete barrier at driver's right.

The COA notes the second contact occurred left of center track while the attempted pass began much closer to the right edge. Neither driver appeared to make an excessive steering input prior to the moment of contact, but side to side contact at high speed can have unpredictable results. It is possible, for instance, that the trailing edge of Car #00's right front tire was the point of contact, adding the energy of a rapidly spinning tire to the energy of the car moving at 120 mph, forcing Car #00 into an unanticipated right turn.

The COA does not question that both drivers were aware of the position of the other's car, and believes either driver could have avoided this incident, since both had racing room available to them. However, per GCR 6.11.1.D. (responsibilities during passing) the primary responsibility for a safe pass rests with the overtaking driver. Consequently, while both drivers share responsibility for the incident, Mr. Cefalo carries the primary burden.

The COA finds Mr. Cefalo is in violation of GCR 6.11.1.D. for failing to complete a safe pass. Both drivers had a shared responsibility to avoid contact while racing at high speeds in close quarters. Mr. Cefalo did not attempt to block Car #98, nor did he fail to provide racing room. The Court acknowledges past actions influenced the penalty assessed to Mr. Cefalo. However, the COA disagrees with the severity of the penalty imposed by the first court. The COA amends the penalty to a six-race weekend probation and removes the monetary penalty. The fine assessed will be returned to Mr. Cefalo. The 3 penalty points will remain on his competition license.

DECISION
The COA upholds the SOM decision but modifies the penalties. Mr. Cefalo'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Bob Gardner vs. SOM COA Ref. No. 24-02-SE
April 11, 2024

FACTS IN BRIEF

On Sunday, March 24, 2024, at the Double SARRC Regional event held at Carolina Motorsports Park, Nathan Jackson, driver of Improved Touring S (ITS) #17, protested Jeff Giordano, driver of ITS #34, alleging Mr. Giordano's 2011 Mazda MX-5 was ineligible for the ITS class.

The Stewards of the Meeting (SOM), David Perlman and Bob Hudson (Chairman) met, reviewed the applicable General Competition Rules (GCR), verified the model year of ITS #34, and determined Mr. Giordano entered and raced an ineligible car in the ITS class. The SOM imposed the following penalties: move ITS #34 to last place overall, rescind Mr. Giordano's SARRC points for the weekend, and assess 2 points on Mr. Giordano's competition license.

Chief Steward Bob Gardner appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, Bev Heilicher, and Laurie Sheppard (Chairman), met on April 4, 2024, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Request from Mr. Gardner, submitted March 28, 2024.
2. Request to Appeal, received April 4, 2024.
3. Official Observers Report and related documents, received April 4, 2024.

FINDINGS

Mr. Gardner acknowledges in his appeal that all "actions taken by the SOM and Chief Steward were in compliance with" the March-updated GCR in effect at the time of the race. Mr. Gardner requests the Court of Appeals determine the correct ITS Mazda MX-5 model years and correct any SCCA errors in the GCR.

The COA notes the Chief Steward of an event has the right to appeal any decision or penalty imposed. However, Mr. Gardner does not allege the rules were administered inappropriately, unfairly, or inequitably as required by GCR 8.4.3.A.2. Rather, he is asking the COA to amend the GCR. The COA lacks the authority to take such action.

Car classifications are recommended by the Club Racing Board and approved by the Board of Directors. Mr. Giordano has already submitted a letter requesting an update to the allowed model years for the Mazda MX-5 and the COA anticipates an expedited resolution as early as May 1, 2024.

The COA respectfully declines to hear Mr. Gardner's appeal.

DECISION

The Court of Appeals returns Mr. Gardner's appeal unheard. His entire appeal fee will be returned.

Fastrack news official SCCA member notification
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CLUB RACING BOARD MINUTES | May 7, 2024

The Club Racing Board met by teleconference on May 7, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liaisons; Eric Prill, VP of Road Racing and Chief Operations Officer, Deanna Flanagan, Director of Program Services, Jon Krolewicz, Sr Manager of Program Development, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #35921 (Chris Majba) Dodge Challenger - Long Tube Headers
Thank you for your letter. Will be implemented for the 2025 rule set.

2. #35924 (Chris Majba) Dodge Challenger - Allow any Cold Air intake/aftermarket intake
Thank you for your letter. Will be implemented for the 2025 rule set.

P1

1. #36014 (Gregory Case) Correction to Response to #35716
Thank you for your letter. The Club Racing Board appreciates your input.

GCR

1. #36040 (Paul Gauzens) CRB Intent: Is permanent curbing part of the racing surface?
Thank you for your letter. Placing four wheels on the curbing would meet the intent of "beyond the designated racing surface" in GCR section 6.11.3.A.

GT3

1. #35480 (Carlos Colon) Honda Civic SI 2007 SIR Restrictor Size
Thank you for your letter. Please see the CRB response to letter #36098 in current Fastrack.

FP

1. #36049 (Les Chaney) FP Honda 55mm Restriction Plate
Following the weight changes that were made to several of the Honda's in FP at the end of 2023, their respective performance was closely monitored revealing that the desired effect was not fully realized. The plate change was implemented so as to not saddle these cars with more weight which would negatively impact their cornering and braking but have no effect on top speed. This change will likewise be monitored by the advisory committee and CRB.

SMX5

1. #36033 (Greg Amy) SMX and Flagtronics
SMAC support this opportunity to be a test group for the full implementation later this season for all classes for the Runoffs. SMX has a nigh adoption rate of Flagtronics already and the group as a whole is supportive of the technology.

2. #36036 (Josh Smith) SMX and Flagtronics Letter #36033

SMAC support this opportunity to be a test group for the full implementation later this season for all classes for the Runoffs. SMX has a nigh adoption rate of Flagtronics already and the group as a whole is supportive of the technology.

T1

1. #36026 (James Candelaria) Slicks in touring classes
Thank you for your letter. We are monitoring the class in order to balance the performance of the new cars (GT4) and the aging T1 cars. We permitted the slick tires on GT4 cars to encourage crossover and increase participation. Prior to their inclusion, T1 numbers were decreasing and participating cars were aging. We will continue to monitor the T1 performance and work to maintain a proper BOP.

T2

1. #36023 (James Leithauser) Cadillac CT4-V Blackwing (2022-)
Thanks for your letter. We appreciate your concern about the BOP in T2. The Cadillac was classed without a restrictor because of its unique turbo arrangement. GM engineers were adamant that they could not restrict this engine without severe risk of failure. Accordingly, it was classed with restrictions uncommon to T2. These restrictions include a stock shock and catalytic converter. We have data on this car from the Runoffs and have compared other competitive spec lines. Please know that we are watching it closely.

T3

1. #36059 (Christopher DeShong) Road America Data Box Request
Thank you for your letter. We agree. We would like to collect data on leading T3 cars at the Road America HST.

Not Recommended

AS

1. #35922 (Chris Majba) Dodge Challenger - 6.4L Intake Manifold on 5.7L
Thank you for your letter. The request doesn't fit within class philosophy.

2. #35923 (Chris Majba) Dodge Challenger - 6.4L Camshaft on 5.7L Engine
Thank you for your letter. This request doesn't fit within the limited prep philosophy.

3. #35925 (Chris Majba) Dodge Challenger - Allow composite doors, decklid, and hood
Thank you for your letter. Does not fit class philosophy.

-Spec

1. #35873 (JESUS BALESTRA) Please classify Scion XA

Thank you for your letter, the BSAC considered this request thoroughly in making our decision, but ultimately decided to not recommend classifying this vehicle.

Despite sharing a powertrain with the Toyota Yaris, the chassis is more closely related to the Toyota Echo. The Echo and Yaris do not share a common shock absorber, so it's unclear if a Yaris B14 kit or any non-adjustable coilover could be adapted to fit this vehicle. Without a clear option for a suspension kit and given that the xA went out of production in 2006, it makes the car a bit of an orphan. This is doubly true since the brand it was sold under has been dead since 2016.

While the BSAC is sensitive to the challenges of acquiring donor vehicles in Puerto Rico, we do not feel that more than one or two of these vehicles would be built for the class, and therefore do not feel it would be a worthwhile addition.

FA

1. #36043 (Charles Meagher) Separate Class for Pro Formula Mazdas
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #36032 in the current Fastrack.

FX

1. #36032 (John Harkenrider III) Pro Formula Mazda reclass
Thank you for your letter. The Club Racing Board does not recommend this change. SCCA cannot guarantee that cars from a discontinued pro series will have their own U.S. Majors class or will be fully competitive in a Majors class in which other cars have been built to a specific "formula." In FA, the Pro Formula Mazda (PFM) spec line in Table 2 no longer requires PFMs to comply with the rule set from their former pro series. The PFM's sealed-engine requirement was removed effective January 1, 2018, and owners are now permitted to port their engines and run wider wheels. PFMs also benefit from certain accommodations that are unavailable to other cars in FA, including allowances for a higher-mounted rear wing, wider bodywork behind the front wheels, and a 6-speed transmission. PFM owners are free, alternatively, to bring their cars into compliance with the general FA rules and use one of the approved engines from FA Table 1. While a PFM running under the spec line may not be able to compete head-to-head with some cars in FA, the PFM's performance level far exceeds the performance level of every car classified in the FX class, and it would therefore be inappropriate to reclassify PFMs in FX. In addition, PFMs do not participate at a level nationwide that would justify creating a separate U.S. Majors class. PFMs accounted for just 25 entries in FA during the most recent U.S. Majors season (19.8% of the total FA entries in 2023) and achieved an average entry of only 0.71 cars per event, which is far below the participation level expected of a U.S. Majors class. PFM owners are welcome to consider concepts such as organizing an unofficial championship within FA and/or recognizing competitors' performance by awarding PFM trophies and using custom backdrops for PFM podium pictures.

GCR

1. #35657 (Stephen Hyatt) Lithium battery in driver's compartment
Thank you for your letter. The Club Racing Board does not recommend this change. There are different kinds of lithium batteries, each type with its own safety considerations. Car class categories may determine the appropriate installation requirements.

2. #35697 (Norm Benson) Please add Window Net/Arm Restraint Wording
Thank you for your letter with ideas for a better racing experience in SCCA Club Racing. When considering changes to existing safety rules there is usually an example of how the change is necessary to improve a shortcoming of the existing rule. To implement an either or rule would impact the various reporting observers having to figure out which option has been chosen and have all the correct actions been taken. The closed cockpit Sport Racers referenced do not have open windows.

3. #35996 (Christopher Buccola) Improve Wording for Non Pace Car Split Starts Rule 6.5.5.C
Thank you for your letter. The Club Racing Board does not recommend this change. The procedure is adequately covered by GCR section 6.5.5.

EP
1. #35358 (Aaron Johnson) Honda s2000 weight reduction.
Thank you for your letter, however your suggested changes are not recommended at this time. Several changes were made within the EP class following the completion of the 2023 Season, including some to this vehicle. The Production Advisory Committee and CRB require additional and data before any additional adjustments will be considered.

FP
1. #36041 (Preston Obremski) Request For Raised Compression
The performance potential of the Neon as classed has yet to be fully shown on-track, as no serious engine development program has been demonstrated, to the limit of the permitted rules. Additionally, when compared to other competitors in FP, it appears to be appropriately classed. It is the desire of the PAC to ensure the competitive potential of every classification, including the Neon, but this is very difficult to do just by comparing on-track performance of cars with drastic differences in development. Please continue to develop the car and consult with those who are knowledgeable about the Neon and the Limited Prep Prod ruleset.

HP
1. #36078 (Lee Fleming) SU Carburetor modifications
Thank you for your letter, but this change is not recommended. The effect of the recent compression increase that was given to these cars needs to be fully realized before any additional changes will be made to their classifications. Additionally, it should be stated that the carb modification that's being discussed here is against the core of the Limited Prep Prod philosophy.

SM
1. #35476 (Tyler Brown) 99/VVT Parity Adjustments
Thank you for your letter. The SMAC is continuing to monitor BOP from several angles and are satisfied with the BOP at this time. The SMAC nor CRB anticipate any additional changes in BOP for the 2024 season but will continue to use the tools at our disposal to monitor class performance.

2. #35486 (TODD BURAS) VVT/99 Parity Adjustments Needed
Thank you for your letter. The SMAC is continuing to monitor BOP from several angles and are satisfied with the BOP at this time. The SMAC nor CRB anticipate any additional changes in BOP for the 2024 season but will continue to use the tools at our disposal to monitor class performance.

SMX5

1. #35689 (Cliff Ebben) Fire System
Thank you for your letter. Please see response to letter 35677 in March Fastrack.

2. #35718 (Joseph Ebben) Fire System
Thank you for your letter. Please see response to letter 35677 in March Fastrack.

STU

1. #36006 (Peter Federlin) Tires Used in STU
Thank you for your letter. At this time there is no evidence that this change is needed, however we will continue to monitor data from the class. The GR86 Cup is a Spec Car and cannot take advantage of the STU preparation potential.

T2

1. #36028 (James Leithauser) 2007-2013 BMW M3
Thank you for your letter. Occasionally aero devices make their way into T2, but they are only allowed if they come on a ready-built race cars. We do not want to change T2 to commonly allow these types of devices. If there are BMW parts that can achieve some of your goals, we would consider such a request.

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.

SR General

1. #36162 (SCCA Staff) 9.1.8.I. RADICAL CHALLENGE (SR1/SR3) (REGIONAL ONLY CLASS)

In GCR, Create Section 9.1.8.I. RADICAL CHALLENGE (SR1/SR3) (REGIONAL ONLY CLASS) as attached:
9.1.8.I. RADICAL CHALLENGE (SR1/SR3) (REGIONAL ONLY CLASS)

1. Definition

The purpose of this class is to provide the membership with a regional single-make, one design, fixed specifications, open cockpit, sports racer with either the 1340 cc or 1500 cc engines. Cars are packaged and sold by Radical Motorsport Ltd., listed in Prototype 2 Spec lines of the SCCA GCR. (9.1.8) and have further “spec” restrictions listed herein.

These Regional-only rules are written to give the widest latitude possible for participation while staying within manufacturer performance limits; but not requiring specific items like sealed engines.

If any exploitations raise costs significantly, participation drops due to increased need for competitive advances, or the class eventually requires a more focused balance of performance; participants should not expect their investment/research/modification to be protected at the expense of the class. (I.e., modifications beyond factory performance will

likely create rules which render your vehicle ineligible/non-compliant at a later date. Competitors should choose their modifications and investments in those modifications wisely.)

A. Vehicle Manufacturer

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B. Radical Sports Racer 1 (SR1)

A class for the Radical SR3 models RS, RSX, XX and XXR using the Suzuki 1340cc engine with Fuell Cell and Safety Equipment conforming to the GCR.

C. Radical Sports Racer 3 (SR3)

A class for the Radical SR3 models RS, RSX, XX and XXR using the Suzuki 1500cc engine with Fuell Cell and Safety Equipment conforming to the GCR.

2. General Modification Rules

A. Radical Challenge Classes are Restricted Classes. Competitors are not permitted to depart from factory specifications and any allowable modifications, changes, or additions are as stated herein. **There are no other exceptions.**

B. An authorized addition, modification, substitution, or removal may not perform a prohibited function/may not serve any other purpose.

C. Replacement parts must be sourced/supplied by Radical Motorsport or its dealer/distributor network, fitted as supplied, in their original position and only to their designated edition of a specific model.

D. Modifications and alternate parts specified in the Radical Global Scrutineering Guides are permitted.

E. It is permitted to perform routine maintenance and repairs if existing parts are in no way modified and replacement parts are official Radical parts.

F. GCR General Technical and Safety Specifications

Vehicles must meet all requirements of GCR Section 9.3 and 9.4.5 for Sports Racers, except when requirements of the Radical Cup Rules, Technical Regulations and Scrutineering Guides mandate or allow different choices. (E.g., the Radical high-intensity rain light or location of the master switch.)

G. The entrant has the burden of proving that the vehicle conforms to these Rules by the required documentation as noted below. The required documentation should be considered as an extension of these Rules.

a. Current-year Radical Cup Technical Regulations

b. Current-year Radical Cup SR1 or SR3 Scrutineering Guide appropriate for the class entered.

c. If using unsealed engine/gearbox, the following is required:

I1 The official manufacturer service documentation for the eligible engine if ever available to the consumer from the manufacturer.

II1 Other official manufacturer documentation, such as the owner's manual, shop manual, parts catalogs, technical bulletins, sales & marketing literature may be provided as supporting information.

III1 All manufacturer documentation must be for non-competition purposes.

d. The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules by the required documentation. If the required documentation does not include sufficient information on a protested item or specification, the burden shifts to the protestor to prove the equipment or specification illegal.

3. Vehicle Documentation

A. Vehicle Logbooks

Vehicles shall have and utilize the SCCA logbook requirements and procedures in GCR 9.2.1.

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B. Homologation Requirements

Radical cars are considered "alternate" design standards for roll structures under SCCA standards for Sports Racers and will require homologation. The homologation may be procured by reaching out to the SCCA Technical Department at roadracing@scca.com

Cars that have previously been issued logbooks and have Homologation Certificates (E.g., for P2) may satisfy this rule by presentation of said certificate or a copy thereof.

The existence of a Homologation Certificate or letter of exception from the Road Racing Department is not conclusive evidence of rules compliance.

4. Data Collection Devices

A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed as long as they serve no other purpose.

Note: Radical Cup only allows an official single data system.

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.

5. Safety Requirements

A. Driver Restraint System

Vehicles shall have restraint systems (including arm restraints) meeting GCR 9.3.18

B. Driver Safety Equipment

All required driver's safety equipment must be worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's driver's safety equipment, and compliance with all SCCA rules, regulations, and agreements, including but not limited to those contained in the GCR.

a. Driver Safety Equipment (Helmet, H&N restraint, suit, gloves, shoes, etc.) must comply with GCR 9.3.19

C. Seats

Seats must be securely mounted, and the seating position of the driver shall be so that

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the headrest is fitted in line with the helmet, not the neck.

a. Any seat specific to model of car is permitted.

b. A single seat may replace twin seat.

c. It is highly recommended the wrap-around style headrest be fitted.

d. Padding must be attached to the appropriate side bar (E.g., left or right hand-drive chassis).

e. Foam inserts are permitted. FIA Appendix J, Article 257A standards are recommended for material, location and sizes.

f. Competitors are reminded that any modification to seats or headrests supplied by Radical Motorsport, or materials not approved by Radical Cup Technical Rules or Scrutineering Guides is unauthorized and is at the sole risk of the Entrant/Competitor.

D. 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.

E. Fire System

All cars shall be equipped with an On-Board Fire System meeting GCR 9.3.22

6. Cameras

A. All cars competing at Regionals must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident. Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file so it can be viewed in an MS Windows compatible viewer.

B. The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. Suction cups or elastic mounts are not permitted. If a tether is used to restrain the camera, the tether length shall be limited so that the camera cannot contact the driver.

7. Cool Suits

Cool suits are allowed. Water tank mounts shall be of a safe and secure design.

8. Coolant/Fluid Overflow Tanks/Fluids

A. There shall be no visible fluid leaks.

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B. Any oil or oil additive may be used. Oil additives are defined as: Any liquid or particulate compound(s) delivered into the engine via the engine oil for the purpose of friction/temperature reduction, and/or metal surface conditioning (i.e. PTFE resins (Teflon, "Slick-50"), Molybdenum Disulfide, etc.).

C. Cooling systems shall be equipped with coolant catch tanks 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.

9. Chassis

A. Bracing and Bars

The Radical Motorsport Crashbox must be installed and free of damage. Side impact bars must be installed. Tow hooks must be installed on each end of the car.

The Radical Cockpit Safety Structure is not permitted to be installed at this time.

B. Hoses, Wiring, Cabling

Clips and fasteners may be installed within the cockpit to secure accessory wiring and cabling for permitted devices. (E.g., Flagtronics, video camera, data acquisition.)

C. Ride Height

a. No part of the car other than skid blocks or breather tube, may be less than 40mm above a horizontal plane from level ground.

b. Ground clearance shall be measured at a tire pressure of 28 psi, without driver. Air or nitrogen may be added to check ground clearance.

c. Ground clearance measurement allowance should be made for cars with bodywork, chassis or suspension damage which occurred without time for repairs. (E.g., during the session or in extreme cases, the event weekend.)

D. Repairs

All repairs must comply with industry standard methods. Such repairs may not result in a competitive advantage (e.g., significant change to weight, suspension control, power, stiffness etc.) as compared to the standard part(s).

Radical Motorsport Ltd. cautions, "Any chassis repair work not carried out by Radical Motorsport Ltd is unauthorized and is at the sole risk of the Entrant/Competitor. Radical

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Motorsport Ltd accepts no liability or responsibility for injury or death as a result of unauthorized repairs."

10. Bodywork

A. Mirrors shall provide driver visibility to the rear of both sides of the car.

B. Tape may be used to cover bodywork fasteners, or for temporary repair.

11. Graphics, Numbers and Markings

A. Advertising and graphics (names, symbols and logos) may be displayed on cars provided they are in good taste, adhere to the SCCA welcoming environment statement and do not interfere with identification marks and SCCA logos.

B. Cars in a condition that prevents proper inspection/evaluation of vehicle condition (too dirty, show substantial bodywork damage, structurally damaged), shall not be approved for competition.

C. Identification Markings

Each car shall carry identification markings (Numbers, class, stickers, etc) conforming to GCR 9.3.29 and any markings required by the Supplemental Regulations.

a. Graphics, numbers (style/font/size) etc. as used in the current-year Radical Cup Style guide are permitted, even if they do not meet GCR 9.3.29 specifications.

12. Cooling

A. Radiator ducting may be taped off or have mesh screen installed to control temperature.

B. Water and oil may be pre-heated.

C. To prevent bodywork damage to the sidepod, 'Hanging' radiators with brackets are permitted.

D. To prevent damage from friction, rubber or sleeves may be added to oil and water lines.

13. Intake

The airbox may be covered by heat resistant tape or foil.

14. Engine and Drivetrain

A. Engine

Engines for SR1 and SR3 may only be those specified in the Radical Global Scrutineering

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Guides, only modified within the limits of the Radical Global Scrutineering Guides, sealed by Radical (RPE) or modified only within the limits below:

a. Engines may be rebored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

b. Heads and/or blocks may only be trued (shaved) to the service limit specified in the factory workshop manual. If a service limit is not specified, then the head and/or block may not be trued (shaved) and must be used at the specified original dimension.

c. Camshafts are not considered normally expendable items, therefore they must not only meet original specifications but they must be from the original manufacturer. Aftermarket units are not allowed.

d. Updated parts, replacement parts, or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be standard parts.

e. Alternate parts (parts that may fit due to common platforms) listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model and/or option package.

B. Engine Control Unit (ECU)

ECU heat shielding is permitted, but it must not hinder removal when requested.

C. Transmission

The only permitted adjustment to the drive ratio is by changing the sprockets/gears supplied for a specific model by Radical Motorsport.

15. Exhaust System

Mufflers may be added to the exhaust system, minimum modification required to attach any noise-reduction device is permitted. While the SCCA does not restrict the type/brand of device, competitors should note that Radical Cup noise-quieting products must be as supplied and unmodified.

16. Suspension

A. Bushings

The make/brand of suspension bushings are open, but the specifications (E.g., materials, dimensions and type) are not.

B. Dampers (Shocks)

Restrictions on model/spring rates must align with the Radical Global Scrutineering Guides.

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a. Brand of spring is open, but specifications (dimensions/rate) are not.

C. Anti-Sway (Roll) Bars

Front and Rear bars may be any of the sizes/rates specified for use on the specific model Radical.

17. Brakes

A. Cockpit adjustable bias adjuster is permitted on SR3 RS and RSX cars. The adjuster does not have to be supplied by Radical Motorsport.

B. Brake duct grills may be fitted or removed.

C. Tape may be used to regulate the amount of air flowing through brake ducts.

D. Extra brake cooling may be fitted to cars based on specific track conditions. This allowance must be noted in event Supplemental Regulations.

18. Steering

If supplied by Radical Motorsport for the model edition, steering wheels of a different diameter are permitted.

19. Wheels

Wheels must be as supplied for that model edition by Radical Motorsport or as permitted by the Radical Global Scrutineering Guides.

20. Tires

The number of tires used per weekend, a spec tire and other restrictions may be mandated by Event Supplementary Regulations.

21. Fuel

The recommended fuel is Sunoco 260 GT. If that fuel is not available, competitors may use the closest fuel available locally not exceeding 100 octane. The use of leaded fuels or other additives is prohibited.

A. Heat shrink, insulation, or rubber sheathing may be added to fuel lines to prevent damage from friction.

B. Fuel Cell

A fuel-cell (Container, rubber bladder, explosion-suppressing foam) meeting FIA FT-3 or

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higher or SFI 28.3 shall be used. It is recommended that the standard Radical 50-liter fuel cell be used, and competitors are cautioned that in the Radical Cup series – the Radical

Fuel cell is mandatory and must be replaced upon expiration.

C. Fuel Testing

Cars shall be equipped with an accessible sampling port/valve/device located in a fuel line between the fuel tank or fuel cell and the injection system to allow safe acquisition of a fuel sample. The sampling port/ valve/device will be installed and used by the competitor to obtain the sample without fuel leaking, spraying or squirting. Siphoning of fuel directly from the fuel tank or fuel cell or removing a hose or line is not allowed.

a. The Radical Fuel testing 'T' piece plus a Radical dry break valve fitted to the fuel line is recommended.

22. Electrical System

A. Master Switch

All cars must have either a master switch meeting GCR standards for Sports Racers or the standard Radical master "off" switch. It shall be marked by the international marking of a spark in a blue triangle located on the outside bodywork as near to the master switch as possible.

B. The addition of ducts and duct work to cool the starter motor and alternator is permitted.

23. Weight

A. Minimum Weight:

The minimum weight, specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session is as follows:

a. SR1: 1,587 Lbs.
b. SR3: 1,587 Lbs.

B. Ballast:

Ballast may be added to meet the minimum weight requirement provided it is securely mounted to the chassis within the cockpit and serves no other purpose.

24. Battery

The make, model number, and size of the battery may be changed but not its voltage or location. Battery must be capable of repetitive starts.

A. Cars using a lithium-ion battery must display the green and black Lithium Battery decal near

DRAFT

the master (kill) switch. Decal can be purchased through my.scca.com

25. Lights

A. Headlights

It is recommended that the Radical-supplied front lighting kit is retained and turned on in each session.

B. Brake Lights

Brake lights must be fitted, in working order, and must not be wired in a way that allows them to be switched off or have the signal delayed.

C. Rain Light

Cars must be equipped with rain light(s) clearly visible from the rear. The rain light(s) must be turned on when directed by the Race Director or Chief Steward

a. When originally equipped, the Radical high intensity LED central Rain Light may be used.

b. Cars not equipped with the Radical high intensity LED central Rain Light, a red rain light meeting FIA Standard 8874-2019, Technical List No. 76, is required. This light must be mounted approximately on the centerline of the car. The rain light may strobe.

26. Seals

It is recommended that all seals mandated by Radical Cup are in place, but not mandatory.

A. Engines, including integral gearbox and clutch units sealed by Radical Performance Engines (UK) or authorized Radical Engine Rebuilders for Radical Motorsport Ltd. Shall not be disassembled/have their seals broken by SCCA Inspectors/Officials.

a. Reserved for a bond process, posted by the protestor, covering total expenses for a sealed engine to be inspected by Radical Ltd./authorized agent.

GCR

1. #35756 (B-Spec/C-Spec Committee) TB/E&O: Eliminate redundant hand control rules
Effective 1/1/25, GCR Section 9.3.28 HAND CONTROLS, change as follows:
"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.~~ *are permitted.*"

Effective 1/1/25, GCR section 9.1.9.2.D.9.c.4., remove the following in its entirety and renumber the subsequent sections accordingly:
"~~Hand controls are permitted in those instances where the driver can demonstrate the physical need for them.~~"

Effective 1/1/25, GCR section 9.1.10.E.9, change as follows:
"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two-way radios may be used. ~~Hand controls are allowed in those instances where the driver can demonstrate the physical need for them.~~ Removal of rear window wipers and wiper motor is allowed."

Effective 1/1/25, GCR Section 9.1.10.E.25., remove in it's entirety and renumber:
"~~The Club Racing Board may approve the use of automatic transmissions and/or hand controls on a case-by-case basis.~~"

2. #35757 (B-Spec/C-Spec Committee) TB/E&O: Eliminate redundant appearance rule
Effective 1/1/25, in Cars and Equipment. GCR section 9.3.6, change as follows:
"Specifically, cars that are dirty either externally or in the engine or passenger compartments, ~~or~~ that show substantial bodywork damage~~,~~ *or* structural or surface rust, ~~or~~ that are partially or totally in primer, or that do not bear the prescribed identification marks ~~shall~~*will* not be approved for competition. *Cars may be painted or wrapped any color(s). Markings and numbers may be painted.*"

Effective 1/1/25, in B-Spec and C-Spec, GCR section 9.1.10.E, remove the following in its entirety and renumber the subsequent sections accordingly:
"~~1. Appearance shall be neat and clean. Automobiles that are dirty either externally or in the engine or passenger compartments, or that show bodywork damage or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition. Vehicles may be painted any color(s).~~"

Effective 1/1/25, in Touring (T2-T4) Category, GCR section 9.1.9.2.D.8, remove the following in its entirety:
"~~b. Appearance~~
~~1. Cars may be painted any color(s). Markings and numbers may be painted.~~
~~2. Vehicles shall be neat and clean, and shall not be dirty externally or in the engine or passenger compartments. They shall not show bodywork damage, and shall not be presented for competition totally or partially in primer. Cars that do not bear the prescribed identification marks, Road Racing logos, and numbers in conformance with GCR Section 9.3 Identification Markings, shall not be approved for competition.~~"

3. #35892 (Mike Smith) Sound Control 5.7.2 and 5.7.3
Effective 1/1/25, in Sound Control, GCR section 5.7, add a new section as follows:
"*5.7.4.*
Cars running in classes with a class or manufacturer "spec" exhaust system per GCR rules for those classes may modify the exhaust system by means of a passive muffling device to meet event sound requirements."

T1
1. #34337 (Club Racing Board) Add Electric Touring to GCR
In GCR, create section 9.1.9.X ELECTRIC TOURING (ET), as follows:

9.1.9.X ELECTRIC TOURING (ET)

A. PURPOSE AND PHILOSOPHY

The purpose and philosophy of the Electric Touring category is to allow members the opportunity to compete in production-based battery electric vehicles (BEVs) with limited modification and suitable for sprint races. Modification to vehicles competing in the Electric Touring category, including safety-related modifications, are limited only to those specifically allowed in these rules.

Preparation to this specification will result in the vehicle becoming a dedicated electric race vehicle (i.e., non-street legal). The eligibility of cars may be discontinued at any time and for any reason other than competitive stature. The proof of legality or illegality shall lie upon any participant seeking action against another participant.

B. COMPLIANCE

Electric Touring category cars shall be complaint to Federal Standards as specified for each automobile

listed on its Electric Touring specification line and as permitted by these rules.

A Shop/Service Manual (or its equivalent) for the specific make, model, and year of automobile is required to be in the possession of each entrant. Manufacturer Shop/Service Manuals may come in the form of printed material, CD, DVD, and/or Internet access to manufacturer website databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Manufacturer Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA® Vehicle Technical Sheet (VTS) with them at each event and shall present it for reference when officially requested. The manual is intended to aid SCCA® Technical Scrutineers in identifying parts and the configuration of the automobile.

Additionally, a physical copy of the vehicle's Emergency Services Guide must be in possession of each entrant and readily accessible per Section 4 of the Supplemental Common Ruleset for Electric Vehicles (SCREV)

C. AUTOMOBILE ELIGIBILITY

Only those cars listed on spec lines are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States (or by Environment Canada for sale in Canada) and shall be available to the general public for purchase. 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.

D. CLASSIFICATION

Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

Vehicles classified as Electric Touring 1 (ET1) must have a power-to-weight-ratio of greater than or equal to 125W/kg. Vehicles classified as Electric Touring 2 (ET2) must have a power-to-weight-ratio of less than 125W/kg.

E. SAFETY ITEMS

The following represent the only safety items and modifications permitted and are required on automobiles involved in Electric Touring competition, unless otherwise noted. Cars must comply with the GCR and the SCREV as noted herein. The addition of safety items not specifically listed is prohibited. No permitted safety component/modification shall additionally perform a prohibited function.

1. Roll cages shall be contained entirely within the driver/passenger compartment and must comply with GCR Section 9.4, Roll Cages for GT and Production Based Cars

2. Installation of a fire system as specified in GCR Section 9.3, Fire System, and SCREV Section 4, Fire System. In the case of a conflict between the GCR and the SCREV, the SCREV takes precedence.

3. The driver's seat shall be replaced with a one-piece, bucket-type race seat per GCR Section 9.3, Seats. Standard seat tracks/brackets

may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.

4. Installation of a safety harness system as specified in GCR Section 9.3, Driver's Restraint System.

5. All cars shall run with both front door windows fully open (down), if equipped, and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Window safety nets shall be mounted in such a manner to provide protection in the

event the driver's door opens. Rear windows shall be run in the closed (up) position.

6. Tractive System Active Light(s) must be installed as defined in SCREV Section 4 for GT and Production Based Vehicles.

7. Rain and Brake Lights must operate as specified in GCR Section 9.3, Lights

8. Vehicle must be marked per SCREV Section 4, Vehicle Markings.

9. Passive restraint systems shall be deactivated.

10. Air bag systems shall be disarmed and may optionally be removed. If so equipped, the rolling door lock mechanism may optionally be deactivated by unplugging the components

11. (OPTIONAL) Steering lock mechanisms may be removed or disabled.

12. (OPTIONAL) Inside net running between the main roll hoop and the dash may be installed as specified in GCR Section 9.3, Inside Net.

F. VEHICLE PREPARATION

The following represents the only items authorized in the preparation of a vehicle for Electric Touring competition other than safety items as required in Section 9.1.X.E Safety Items. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function

1. ELECTRICAL

a. All components of the Tractive System (as defined in SCREV 5.0) shall be OEM and shall not be modified. This includes electric motors, charging systems, DC/DC converters, RESS/Battery Packs, wiring harnesses, etc.

b. Auxiliary Battery (as defined in SCREV 5.0) may be replaced with those of alternate manufacture provided they are of similar Ampere-hour (Ah) capacity and weight. Battery must remain in stock location. Additional hold-down brackets are allowed.

2. SOFTWARE AND DATA ACQUISITION SYSTEMS

a. All software and firmware builds installed on the vehicle shall be released by the OEM for the vehicle's specification line. The software and firmware versions may be updated or backdated on the vehicle as long as it was offered by the OEM to the general public for the vehicle's specification line.

b. The OEM source code, logic, or executable for the software or firmware build shall not be modified in any way.

c. Adjustment to vehicle performance parameters (such as drive mode, throttle map, maximum motor output power, maximum regenerative braking level, etc.) is permitted only if the OEM software or firmware allows for the adjustment through the vehicle's OEM user interface (touchscreen, electromechanical selector, push button, etc.). Adjustment to vehicle performance parameters through external test equipment, third-party devices, or through the OBD2 port is prohibited.

d. Use of secondary or "piggy-back" controllers are prohibited.

e. Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Intercomp Lap Timer, etc.) are permitted, including the required mounting hardware and connections for the relay lap timer to function.

f. Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. One connection from the OBD2 port, or vehicle

CAN bus, to the stand-alone data acquisition system is permitted. The stand-alone acquisition system must be “read-only” and must not modify any parameter on the databus in any way. Any data-acquisition sensor added to the vehicle is prohibited from interfacing with the vehicle’s software/firmware and the data acquisition system must not tie into the vehicle electronics in any other manner beyond this allowance.

g. An official SCCA data acquisition device may be required during practice, qualification, or a race. The data acquisition device may require an electrical interface with the vehicle and may be used for compliance purposes (e.g. software and firmware versions, allowable adjustments to performance parameters, etc.). It is the responsibility of the competitor to

provide any adapter cable(s) required to electrically interface between the vehicle's data acquisition output and the official SCCA data acquisition device. Specifications on any official SCCA data acquisition device, including electrical interfaces, will be provided in the event's supplemental regulations.

3. CHASSIS AND BODYWORK

a. Appearance shall be neat and clean. Automobiles that are dirty externally or in the passenger compartments, that show bodywork damage, that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition. Vehicles may be painted any color(s).

b. The minimum ride height is six (6) inches, to be measured without driver at the lowest point of the rocker panels, but not to include welded seams or fasteners. A vehicle having a ride height listed in the spec line must conform to the spec line.

c. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed, they must be retained in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a panel made of the same material and thickness as the roof of the car. Replacement panels must have the same contour as the glass panel it is replacing. Components (motors, cables, rails) may be removed provided the panel is securely retained.

d. The vehicle body, when viewed from any axis or measured from any cross-section, shall not be modified from the original OEM shape. This includes fenders and wheel openings which shall remain unmodified.

e. All mud flaps shall be removed. OEM rigid aerodynamic splats are acceptable.

f. Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.

4. SUSPENSION AND STEERING

a. Vehicle must use the specific shock and/or strut as listed in the specification line. Modification to suspension components and/or pick-up points is prohibited.

b. A maximum of 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber using eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of any slotted camber only adjuster plate at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made to allow for camber adjustment only. On other forms of suspension, camber adjustment may be achieved using shims and/or eccentric bolts (crash bolts).

c. Front and rear toe settings are free. Rear toe adjustments may be achieved using shims.

d. Aftermarket steering wheels, and their required mounting modifications, are permitted. Removable steering wheels are permitted.

5. COOLING SYSTEMS

a. Air-Conditioner Systems shall not be removed or modified. This includes any air-conditioning system used to cool the passenger compartment and/or the RESS/Battery Packs

b. Coolant fluids must be OEM, but aftermarket radiators and coolant loop hoses are permitted. A radiator screen of minimum one-

fourth inch (1/4") mesh may be added in front of the radiator and contained within the bodywork. The rake angle of radiator(s) is unrestricted.

c. Dry ice, (a.k.a. solid carbon dioxide), may be used to cool the cooling loop radiators except for when the vehicle is in false grid, in pit lane, in impound, in motion, or inside any building (including garages). Dry-ice must be in a mesh basket or perforated container when cooling the radiators (loose dry-ice is prohibited). Electric fans may be used to force air over the dry-ice and onto the radiators. Dry ice, when not in use, shall be stored in an insulated and vented container outside of any buildings (including garages). Personal protective equipment, such as safety glasses and cryogenic gloves, should be worn when handling or transporting dry ice. Liquid cryogens, such as Liquid Nitrogen (LN2) are prohibited.

6. BRAKES

a. Standard replacement brake rotors/drums may be obtained from sources other than the original manufacturer provided they are the exact equivalent.

b. Any brake pad or lining may be used. Metal or plastic dust shields may be removed or modified by removing material.

c. Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening two sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case fog lamps may be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting.

d. Brake fluid may be substituted with other fluids equivalent (or higher) to manufacturer's specification

e. Original brake and clutch hoses may be replaced by braided stainless steel brake lines

f. Regenerative braking is permitted but shall not exceed the maximum level permitted by the OEM released BMS software.

7. WHEELS/TIRES

a. All wheels shall be of the diameter and rim width combination as originally offered by the OEM (including optional equipment) for the year(s), make, model and trim level(s) of the car as listed on the specification line.

b. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same diameter. Knockoff/quick change type wheels are prohibited.

c. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed; the same thickness spacer must be used on all four corners.

d. Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground.

e. All tires must be of a size (width and aspect ratio) as originally offered by the OEM (including optional equipment) for the wheel diameter and rim width installed on the vehicle.

f. Tires must conform to GCR Section 9.3 Tires.

g. Spare Wheels and Tires must be removed from the vehicle.

8. INTERIOR

a. Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Heater cores, and hoses, must remain except for duct work under seats. Duct work behind the dash may be removed to allow for roll cage installation.

b. Trunk mats, covers and/or carpeting shall be removed.

c. Hubcaps, wheel trim rings, jack, and tools shall be removed.

d. Hatchback “privacy covers” must be completely removed.

e. Interior mirror(s) may be replaced with a multi-panel type mirror but shall not extend beyond the confines of the interior.

f. Stand-alone radios may be removed. Radios integrated into the OEM infotainment system shall not be removed.

g. Audio speakers may be removed.

h. Two-way communication radios may be installed.

9. WEIGHT

a. The minimum weight as listed on the spec line is with driver. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.

b. Ballast may be added to meet the listed minimum weight.

c. The ballast shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds.

d. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers.

10. GENERAL

a. All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances unless they are specifically allowed in the GCR (example: camber angle).

b. "Special performance" specifications from the manufacturer that go beyond those listed on a specification line for a car are prohibited. Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications shall be withdrawn and/or the eligibility of the car(s) involved will be terminated. The SCCA® Club Racing Board (CRB) is authorized to implement these terminations on an immediate basis without Board of Directors (BoD) approval. In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor.

c. Towing eyes per GCR Section 9.3, Towing Eyes, shall be fitted.

d. Lubricants may be substituted with any lubricant. Additives are unrestricted.

e. Removal of OEM Low Speed Audible Alert systems is prohibited.

f. Cosmetic plastic motor covers may be removed.

Taken Care Of

C-Spec

1. #36035 (Mike Ogren) Clarifying removable items

Thank you for your letter, please see response to letter#35964 in the current Fastrack.

EV General

1. #35346 (Shawn Hayes) EV Racing Connection

Thank you for your letter. We have made numerous attempts to reach the letter writer, with no response.

What Do You Think

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None.

RESUMES

None.

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

DATE: May 20, 2024
NUMBER: TB 24-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2024. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
1. #35764 (Michael Kamalian) Request for Classification of 2018-2023 mustang In
AS Spec Lines, classify Ford Mustang GT 5.0L (2018-) as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.) (tire sizes are max)	Notes:
Ford Mustang GT 5.0L (2018-)	*107.0*	*3.66, 2.43,1.69, 1.32,1.00, 0.65 or 4.69, 2.98, 2.14, 1.76,1.52, 1.27,1.00, 0.85, 0.68, 0.63*	*(F) 355 (R) 330*	*275 Tire 3600*	*Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. 60mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted.*

B-Spec/C-Spec
1. #35969 (B-Spec/C-Spec Committee) Add B14 Kit Part # to Sonic Spec line In
B-Spec Spec Lines, change Notes follows:
Chevrolet Sonic Sedan MT (12-19): "33mm flat plate restrictor required. GM suspension kit #23123679 permitted. *Bilstein B14 kit #47-171725 verified compatible.*"

Chevrolet Sonic Sedan AT (12-19): "33mm flat plate restrictor required. GM suspension kit #23123679 permitted. *Bilstein B14 kit #47-171725 verified compatible.*"

Chevrolet Sonic Hatchback MT (12-19): "34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verified compatible."

Chevrolet Sonic Hatchback AT (12-19): "34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verified compatible."

2. #35970 (B-Spec/C-Spec Committee) Eliminate redundant sway bar end link part #s from notes In B-SPEC Spec Lines, elimination from Notes the following:
Mazda2 (10-14): "~~Front sway bar end links adjstbl 0000-04-2202,~~"

Mini Cooper Hatchback (R50) MT (02 - 06): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Hatchback (R50) CVT (02 - 06): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper (R56) MT (07-10): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper (R56) AT (07-10): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Clubman (R55) (07 - 10): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper (R56LCI) MT (11-13): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper (R56LCI) AT (11-13): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Countryman (R60) (11-16): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Paceman (R61) (11-16): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Clubman (R55) (11-15): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

Mini Cooper Coupe (R58) (12-15): "~~Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed.~~"

3. #35990 (B-Spec/C-Spec Committee) Update Fiat 500 Spec line In B-SPEC Spec Lines, Fiat 500 (12-15), change year as follows: "Fiat 500 (12-1~~5~~7)"

4. #36067 (B-Spec/C-Spec Committee) Update (15-19) Honda Fit CVT Spec Line In B-SPEC Spec Lines, Honda Fit CVT (15-19), change as follows:
Weight: "~~2525~~*2550*"
Notes: "~~30~~*31*mm"

C-SPEC
1. #35964 (James Cutler) Change in Window Rule In GCR, Section 9.1.10.E.34., change as follows:
"34. Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, ~~front~~ window operating mechanisms, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/ stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, and hoses, must remain except duct work under seats. Duct work behind the dash may be trimmed but not removed to allow for roll cage installation."

Electric Vehicle
None.

Formula/Sports Racing P2
1. #36060 (Club Racing Board) Add Radical SR1 to Radical SR3/SR4 spec line In Table 1, Radical SR3 SR4 spec line, change the Marque column as follows:
"Radical *SR1* SR3 SR4"

SRF3
1. #36095 (Robey Clark) SRF3 Alternator Pulley Update In SFR3, GCR section 9.1.8.D.2.H.17, change as follows:
"Alternator Pulley: P/N G902130*,* ~~or~~ P/N G902130A*, or P/N G902131 (six row).* ~~12~~*11* oz minimum weight*.*"

GCR
1. #36004 (Jon Krolewicz) Roll Bar Padding Discrepancy
In Cars and Equipment, GCR section 9.4.G.1, change as follows:
"All portions of the roll cage subject to contact by the driver must be padded*.* Padding *either must be* ~~with~~ a minimum 1 inch of material~~. Padding that meets or exceeds~~ *or must meet or exceed* SFI 45.1 or FIA 8857-2001 (curved padding)~~,~~ or SFI 45.2 or FIA sports car head rest material (flat padding)*. Padding that meets SFI/FIA* specification*s* is recommended."

2. #36057 (Club Racing Board) Clarify Appendix O. Small Regional Steward Model process In Appendix O. Small Regional Event Steward Model, section 4.A, change as follows:
"1. Unless specifically altered in this section, the Chief Steward*,* prior to and during the event, ~~shall~~*will* have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section 5.12.1, as well as Section 7~~,~~ and Section 8. *Incidents*

resolved by the Chief Steward without going to an appointed SOM will be treated as a CSA and the appropriate driver point will be applied per GCR Section 7.4.B.

2. In certain circumstances it may be necessary to defer a protest or RFA of an incident to ~~the~~*an* SOM *appointed by the Executive Steward*. The Chief Steward ~~shall~~*will* inform all parties involved that the action will be processed by the SOM. The Chief Steward or his designee ~~shall~~*will* collect and forward all related information regarding the action~~s~~ to the *appointed* SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner. *RFAs and Protests sent to the appointed SOM will have the standard driver points applied per the GCR.*"

3. #36159 (SCCA Staff) GCR Section 6.1 Flags Addition Related to In-Car Flagging In GCR, Section 6.1. Flags, change as follows:
"*RM 24-05* Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations *unless expressly approved by the Chairman of the Club Racing Board, the Chairman of the Executive Stewards and the Head of Road Racing for the purpose of incorporating in-car flagging system procedures.*"

General None.

Grand Touring GT2
1. #36090 (Joe Koenig) Board review needed Please BMW M4 GT4 allowed in GT2 In GT2/ST Cars - BMW, classify the BMW M4 GT4 (F82/83) as Follows per RM 24-04:

GT2/ST Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
BMW M4 GT4 (F82/83)	*2018*	*2dr*	*RWD*	*110.7*	*6 cyl. twin turbo 2993cc* *3200 lbs. w/driver* *Must comply with all FIA GT4 rules except as noted on spec line.* *Must have complete factory build specifications in possession at each race event.* *Car must be prepared exclusively to these factory build specifications.* *May use any color BMW factory power stick.*

2. #36099 (Grand Touring Committee) Letter #35878 GT2-ST errors & correction In GT2-ST, Chevrolet Corvette (2013), change as follows:
Minimum Weight: "~~3100~~*3000*"
Restrictor: "~~78~~*80*mm flat plate"

In GT2-ST, Chevrolet Corvette (14-19), change as follows: Restrictor:
"~~78~~*80*mm flat plate"

GT3
1. #36098 (Grand Touring Committee) GT3 +1mm SIR add 175lbs. In GCR, Section 9.1.2.F.7. add the following:
"m. GT3 Rules Concerning Alternate Weights and SIRs.
1. Traditional GT3 cars that that are currently required to run an SIR may run +1mm above spec line listed size size with a 175lb. weight penalty.
2. Competitors running the alternate SIR must display "+1.mm" on the side of their car next to the new weight."

2. #36100 (Grand Touring Committee) Revised GT3 Built Turbocharged chart
In GCR, Section GT3 9.1.2.13.h.6. GT3 Turbocharger Built Engines, update Chart as follows:
"Engine

Displacement	Valves / cyl	Restrictor	Weight	Notes
<1400	4	33 mm	2100	
1401-1850	4	~~35 mm~~ *34 mm*	~~2350~~ *2250*	
1401-1850	*4*	*35 mm*	*2350*"	

Improved Touring
ITA
1. #35989 (Steffen Clark) 90-93 Miatas to use 94-97 Differential Allowance In ITA Spec Lines, Mazda MX-5 / Miata (90-93), add to notes the follows:
"*The 90-93 Miatas may convert to the 94-05 differential assembly. This conversion includes the driveshaft and half-shafts. The original 90-93 model rear suspension uprights must be retained.* A*ny final drive permitted so long as it fits in an unmodified housing.*"

Legends Car None.

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Production

1. #35830 (Murphy Nichols) NIssan 300ZX Z31 to EP

In EP Spec Lines, classify Nissan 300ZX (84-89), as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Nissan 300ZX (84-89)	*2*	*2550 * 2614 ** 2678*	*6 cyl SOHC*	*87.0 x 83.0 (3.43 x 3.27)*	*2960 (180.6)*	*Iron*	*Alum*	*(I) 42.0 / (1.66) (E) 35.0 / (1.38)*	*Fuel Injection*	*2320 / (91.3)*	*1521 / 1542 (59.9 / 60.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17x7	*5*	*274 / (10.8) Disc 290 / (11.4) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500".*

2. #36031 (Edward Zabinski) RX7 1993 and Up Request In EP Spec Lines, classify Mazda RX-7 (92-97) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)

Mazda RX-7 (92-97)	*2*	*2200 * 2255 ** 2310*	*Rotary*	*13B (6-port only)*	*2616 (159.6)*				*(1) Autotype 2 bbl w/42mm choke(s) on a "dualy" manifold, (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dualy" manifold, or stock 13B fuel injection. Injection*	*2425 / (95.5)*	*1569 / 1569 (61.8 / 61.8)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17x7	*5*	*294 / (11.6) Disc 294 / (11.6) Disc*		*Stock Throttle Body ID*	*Any 13B rotor housing and any non-turbo 6-port side and/or intermediate housing permitted.*

3. #36156 (Production Committee) Clean-up Multiple EP RX-8 Spec Lines In EP Spec Lines, make the following changes to the two Mazda RX-8 spec lines.
Remove spec line entirely:
~~Mazda RX-8 (04-11)~~
Remove the wording "alternate":
Mazda RX-8 (04-11)~~(alternate)~~

Spec Mazda (SM/SMX) None.

Super Production
None.

Super Touring STL
1. #36076 (Austin Hilliard) Suspension Mounting Reinforcement In
GCR Section 9.1.4.M.5., change as follows:
"Unless otherwise specified, suspension components *including mounting points,* shall be the stock OEM parts, but they may be reinforced. Standard suspension bushings may be replaced with solid or spherical bushings."

IN GCR Section 9.1.4.2.D.3., change as follows:
"Unless otherwise allowed in these regulations, no ~~other~~ relocation ~~or reinforcement~~ of any suspension component or mounting point is permitted."

Touring T3
1. #36046 (Touring Committee) Global MX5 Tre change
In T3 Spec Lines, Mazda MX-5 Global Cup Miata (2016-2021) ND1, ND2, change Tire Size as follows:
"~~Series~~*Mazda MX5 Cup* spec tires~~: 215/610 R17 BF Goodrich G-Force Slick, 20/61- 17 G-Force Wet P2G~~ or 225 DOT"

T4
1. #35941 (David Mead) Allow OEM Front Spoiler 06-08 Miata in T4
In T4 Spec Lines, Mazda MX-5 / Club Model (06-15), add to Notes the following: "*Front spoiler permitted (NF51-V4-900F).*"

2. #36051 (Scotty B White) T4 Mustang Weight Reduction In T4 Spec Lines, Ford Mustang V6 (05-10), change as follows:
Weight: "~~3275~~*3225*"
Notes: "*14" Brembo Brake Kit#M-2300-S permitted.*"

3. #36056 (Manvinder Singh) R53 Mini Cooper S spec line request In T4 Spec Lines, Mini Cooper S (02-04), add to Notes the following:
"*Milltek exhaust manifold #SSXM459 allowed. 25mm rear sway bar allowed.*"

T4 Spec Lines, Mini Cooper S (05-06), add to Notes the following:
"*Milltek exhaust manifold #SSXM459 allowed. 25mm rear sway bar allowed.*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Michael Woolley vs. SOM COA Ref. No. 24-03-NP
April 26, 2024

FACTS IN BRIEF
Following the Sunday, March 24, 2024, San Francisco Region Regional #4, Group 6 race for Spec Racer Ford 3 (SRF3) at Thunderhill Raceway Park, Chief Steward Jim Rogaski filed a Request for Action (RFA) to investigate contact between SRF3 #8, driven by Michael Woolley, and SRF3 #35, driven by Robert Sachs, on the front straight resulting in neither car continuing.

The Stewards of the Meeting (SOM) Barbara McClellan and Dave DeBorde, (Chairman) met, heard witnesses, reviewed videos, and concluded Mr. Woolley violated General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). The SOM imposed a penalty of Probation for three race weekends and assessed 3 penalty points against Mr. Woolley's competition license.

Mr. Woolley appealed the SOM's decision.

DATES OF THE COURT
The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Costa Dunias (Chairman) met on April 18, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Michael Woolley, submitted April 2, 2024.
2. Notification of Appeal, received April 8, 2024.
3. Official Observer's Report, in-car videos and related documents, received April 8, 2024.
4. Photo of Mr. Woolley's car showing tire marks, received April 8, 2024.

FINDINGS
Mr. Woolley based his appeal on GCR 6.11.1.D. which says in part, "The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car." He also cited GCR Appendix P Section 5 - "...if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race and can no longer move across the track." and "Be aware of faster traffic and leave a lane of racing room for them." Mr. Woolley asserts he had significant overlap on Car #35 and furnished a photo of a tire mark behind his front wheel to show significant overlap.

Mr. Woolley stated Mr. Sachs was racing another car and had a compromised line through the final turn, allowing Mr. Woolley to take the turn normally and gain an advantage in speed. He initiated a pass attempt to the inside of Mr. Sachs as they were completing the right-hand turn approaching the front straight. However, Mr. Sachs had the draft of the car he was following, and his speed soon outpaced that of Mr. Woolley, eliminating Mr. Woolley's temporary speed advantage. Mr. Sachs was able to negate Mr. Woolley's forward momentum before Mr. Woolley could sufficiently present himself to earn racing room.

The COA finds Mr. Sachs bears shared responsibility for the contact as he was focused on the car in front of him and failed to be aware of Mr. Woolley's attempt to pass. However, the greater portion of responsibility lies with Mr. Woolley, as he did not reach far enough alongside to enter Mr. Sachs' peripheral vision.

The COA finds the SOM properly heard the protest and reached a logical conclusion based upon the evidence and testimony presented to them. The COA does not find sufficient evidence to overturn the decision of the SOM. The COA notes Mr. Woolley's citation of Appendix P. in his appeal and reminds all parties Appendix P. contains guidelines, not rules. Guidelines are not a basis for penalties and are not appealable.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Matthew Novak vs. SOM COA Ref. No. 24-04-SE
April 26, 2024

FACTS IN BRIEF
On March 10, 2024, at the Atlanta Region Hoosier SCCA Super Tour event held at Michelin Raceway Road Atlanta, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of car-to-car contact in Sunday's Group 4 Race 2 between Matthew Novak, driver of Spec MX-5 (SMX) #111; Austin Hill, driver of SMX #08; and Jason Fichter, driver of SMX #7, at Turn 3.

The Stewards of the Meeting (SOM) David Hsu, Bob Neff, and Russ Gardner (Chairman) met, heard witnesses, reviewed videos, and concluded Mr. Novak violated General Competition Rules (GCR) 6.11.1.A. and B. (On Course Driver Conduct) by failing to leave racing room while SMX #08 was alongside, resulting in contact. The SOM also found he violated GCR 2.1.4 (Driving recklessly). The SOM penalized Mr. Novak with a three-event probation and assessed 3 penalty points on his competition license.

Mr. Novak appealed the SOM decision related to GCR 2.1.4.

DATES OF THE COURT
The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Costa Dunias (Chairman) met on April 18, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Novak with attached letter, submitted April 5. 2024.
2. Notification of Appeal, received April 17, 2024.
3. Official Observer's Report, in-car videos, and related documents, received April 17, 2024.

FINDINGS
Mr. Novak was notified of the SOM decision via email from the SOM Chairman on March 19, 2024. Mr. Novak was out of town and sent word he would not return until the end of the month. Mr. Novak's appeal states he decided he wanted to appeal because he disagrees with the GCR references cited in the decision. He submitted his appeal request on April 5, 2024. Mr. Novak seeks to have the COA "waive the 10-day rule and review his appeal." He provided no argument demonstrating he was unable to appeal within the normal time frame or immediately upon his return.

The COA finds no compelling reason or extenuating circumstances to waive GCR 8.4.3.A.3. which requires appeals to be filed within 10 days of notification to the appellant. A notice of appeal could have been filed electronically from almost anywhere to meet the 10-day requirement, yet the appellant did not file until at least 5 days after his return from out of town. Therefore, the COA declines to hear Mr. Novak's appeal.

DECISION
The Court of Appeals returns Mr. Novak's appeal unheard. His entire appeal fee will be returned.

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CLUB RACING BOARD MINUTES | June 4, 2024

The Club Racing Board met by teleconference on June 3, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #36052 (Scotty B White) Include S550 Gen3

Thank you for your letter. Car is currently classified in AS.

B-Spec

1. #36081 (Alex Ratcliffe) Consider Lowering Minimum Weight for all cars in Bspec

Thank you for your letter. The BSAC is not opposed to lowering minimum weights across the board for B Spec. However, at this time we are still gathering data to quantify the effects of recent changes such as the new spec tire and intakes/restrictor changes for the 2nd and 3rd gen Honda Fits.

Should the committee recommend any BOP changes in the future, we will consider reducing minimum weights over restrictor changes for the reasons outlined in your letter.

C-Spec

1. #36034 (Mike Ogren) Please allow any OE style shock/strut with the spec line springs

Thank you for your letter. The committee believes the rule is adequate as written.

GCR

1. #36072 (Paul Gauzens) Input on letter #35655 (Steve Pence) Proposed Change to GCR 8.2

Thank you for your letter. Please see the response to letter #36061 in this Fastrack. The rules as written have enough flexibility to address your concerns.

2. #36164 (James Rogerson) Grammar in 6.1 Race Memo

Thank you for your letter. Given the expected temporary nature of this rule and the fact that the three relevant parties agree on its intended meaning, there is no need to change the rule.

Prod General

1. #36088 (Lawrence Slivinski) Clarification of Rule 9.3.26 Fuel Cell Specifications

Thank you for your letter. Without knowing your specific car, as long as it fits the statement of requirements of the first sentence of 9.3.26 your interpretation is correct.

T4

1. #36163 (David Mead) Comp Adjustments for T4 05-10 Mustang
Thank you for your letter. Please see letter # 36199 in current Fastrack.

Not Recommended

C-Spec

1. #36083 (Mike Ogren) Please add Stock Style, Single Adjustable Struts
Thank you for your letter. The committee believes the rule is adequate as written.

2. #36085 (Mike Ogren) Please Find a True 225/45/17 Tire to Spec for C-Spec
Thank you for your letter. While C-Spec will likely have a spec tire at some point in the future, the committee will not be specifying a tire for a regional class that has just begun its development.

While the Hoosier 225/45/17 is certainly wide for its stated size, there are examples of the first generation Mazda 3 racing in T4 with 245 Hoosiers at all four corners. Further, specifying the Toyo RR for the class would not be a wise due to the fact that this tire is going to be phased out and replaced by Toyo at the end of this year.

Many of these vehicles came from the factory with optional 17-inch wheels. The reason that this diameter was selected was because while some cars use a 4x100 bolt pattern, many of them utilize a 5x114 or similar bolt pattern. Competition-grade 15-inch wheels are difficult to find in this bolt pattern, and 16-inch race tires are not commonly available. The committee was also informed that there was a Mazda 3 that recently ran at Palmer in C-Spec trim with the specified tires and had no clearance issues.

FA

1. #36171 (John Harkenrider) FA Reclass
Thank you for your letter. The Club Racing Board does not recommend this change. Grand Touring and Touring are not split classes. GT1, GT2, GT3, and GTL are independent classes in the Grand Touring category and T1, T2, T3, and T4 are independent classes in the Touring category. These classes may or may not race together in a run group based on the event, and at the Runoffs the classes typically have separate races. FA's average participation level in U.S. Majors Tour events does not support dividing the class into separate classes for different car types. In situations where a disparity in performance exists within a class for a particular car, car owners have sometimes organized an unofficial championship for that car type within their class and/or recognized individual competitors' performance by awarding their own trophies and taking their own podium pictures. This has worked well both regionally and nationally but does require organization on the racers' part.

GCR

1. #35893 (Eric Heinrich) Penalties for Contact
Thank you for your letter. Due to the diverse racing in SCCA, a one-size-fits-all penalty structure is not necessarily appropriate for all situations. Driver history is now being tracked, and SCCA stewards are stressing consistency across events.

2. #36077 (Paula Spencer) National Steward/CSOM CENDIV sanc #24-DS-61833 &24-R-61822
Thank you for your letter. The Club Racing Board does not recommend this change. This concern can be covered by reminding racing school students that forward-facing cameras are required for all other SCCA racing events, including those entered by successful graduates the same weekend as the racing school.

3. #36152 (Brandon Marshall) Update Fire Suppression Rules
Thank you for your suggestion of requiring fire bottles in all SCCA cars competing in club racing, the CRB does not recommend this change at this time.

GT2
1. #36097 (Jonathan Greco) Allowing Headlight Intake System for BMW M3 E46
Thank you for your letter. The CRB believes there are numerous ways to duct cold air without going through the headlight opening.

GT3
1. #36115 (Ricardo Velez) Request to Classify Mitsubishi 4G69 Unrestricted
Thank you for your letter. This car is allowed to run the "Choke Option" rather than an SIR. The CRB believes the listed weight to be correct.

SM
1. #33482 (Tom Sager) Weight Adjustment Request, 1994-1997 cars
Thank you for your letter. SMAC will continue to monitor BOP throughout the 2024 season but do not support such a change at this time.

ST General
1. #36190 (Ethan Swindel) Front End Bodywork Swaps
Thank you for your letter. Request is not consistent with class philosophy.

T4
1. #36199 (David Mead) Comp Adjustments for T4 05-10 Mustang
Thank you for your letter. At Mid-Ohio, the Mustang was 6th, behind 3 RX-8s and 2 MX-5s. Power and weight are only 2 variables. The Mustang has a solid rear axle and is less aerodynamic. 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.

GCR

1. #36061 (Bev Heilicher) Response to Letter 35655 S. Pence
In Hearings and Judgements, GCR section 8.2, change as follows:
"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include 3rd parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. ~~Each party or witness must be heard separately and privately.~~*The parties may be heard jointly or separately. Witnesses may be heard separately from each other. Each party must be given the opportunity to hear, read, and view all evidence presented to the SOM including, but not limited to, videos. A party will not be entitled to a copy of another party's or witness videos. Personally identifiable information in witness statements or evidence presented will be redacted from the shared material.*"

SM

1. #36091 (Garrett Hunter) Align 1.6 Headlight Bulb Removal Rule with NASA Wording
In GCR Section 9.1.7.1.a., change as follows:
"1.6L (1990-1993) cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.~~, however, the forward-facing driver's side turn signal indicator may be removed.~~ The stock plastic air tubes between the AFM and the throttle body may be covered or wrapped."

In GCR Section 9.1.7.7., add the following:
"l. 1.6L cars may remove the forward facing drivers side turn signal indicator assembly. No ducting of baffling of air to the air filter is permitted."

In GCR Section 9.1.7.7., add the following:
"*m. It is permitted to remove the glass headlamps (bulbs only) on all NA 1990-1997 cars. No other modifications are permitted or allowed."*

2. #36166 (Spec Mazda (SM/SMX) Committee) NA Rear Upright conflicting language in GCR
In GCR Section 9.1.7.2.e., change as follows:
"The 90-93 Miatas may convert to the 94-05 differential assembly and must retain the 4.3 differential gear ratio. This conversion includes the driveshaft and half-shafts. The original 90-93 model ~~rear suspension uprights must be retained.~~"

Taken Care Of

GT2

1. #35898 (Bob Monette) Camaro GT4 class Change request to GT-2
Thank you for your letter. Please see letter #36235 in current Fastrack Technical Bulletins.

GT3

1. #36180 (Andrew Lott) Pontiac Sunfire GT3
Thank you for your letter. We recently reduced the weights on Disenfranchised GT2 cars and yours got missed! We are truly sorry!

GTL

1. #36150 (Greg Hotz) Allow Chokes on GTL Same as GT3 (Ref. 9.1.2)
Thank you for your letter. Please see letter #36236 in current Fastrack Technical Bulletins.

T2

1. #35888 (Michael Kamalian) 2018-2023 Mustang GT Front Spoiler / Rear Wing
Thank you for your letter. Please see letter # 35877 in current Fastrack Technical Bulletins.

2. #36042 (Derrick Ambrose) 2024 Mazda 3 TC request for T2
Thank you for your letter. The car is going to be classified in GT3.

3. #36054 (Michael Kamalian) Driveshafts and added weight
Thank you for your letter. Please see letter # 36050 in current Fastrack.

4. #36208 (Michael Kamalian) response to #35888
Thank you for your letter. Please see letter # 35877 in current Fastrack Technical Bulletins.

T2-T4

1. #36062 (David Mead) Do not implement 25 lbs penalty for Alternate Drive Shafts
Thank you for your letter. Please see letter # 36050 in current Fastrack.

What Do You Think

None.

RESUMES

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: June 20, 2024
NUMBER: TB 24-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2024. 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/C-Spec
1. #36068 (B-Spec/C-Spec Committee) Clean up (15-19) Honda Fit MT & CVT Notes Sections
In B-Spec Spec Lines, Honda Fit MT (15-19), change notes as follows:
"31mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, ~~Bushing Comp, Damper RR TBD,~~ Camber Adjuster Comp, Damper 51920F23SA82, ~~Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80.~~ Allow rear sway bar Progress 62.1063."

In B-Spec Spec Lines, Honda Fit CVT (15-19), change notes as follows:
"31mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, ~~Bushing Comp, Damper RR TBD,~~ Camber Adjuster Comp, Damper 51920F23SA82, ~~Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80.~~ Allow rear sway bar Progress 62.1063. ~~CVT cars only~~ Allow Setrab 50-119-7612 transmission cooler in addition to OEM."

2. #36069 (B-Spec/C-Spec Committee) Set expiration date for Nissan Versa (09-11)
In B-Spec Spec Lines, Nissan Versa (09-11), add to notes the following:
"**This Spec line will expire 1/1/2025 unless an appeal is filed on or before 12/1/2024.***"

3. #36075 (B-Spec/C-Spec Committee) Delete Redundant Rule 25
In B-Spec, GCR Section 9.1.10.E.25., remove in its entirety and renumber.

4. #36174 (B-Spec/C-Spec Committee) Correct error for rear brakes of Hyundai/Kia
In B-Spec Spec Lines, Hyundai Accent Hatchback (12-19), change brakes as follows:
"(R) *9.9 drum or 10.3* ~~drum~~*disc*"

In B-Spec Spec Lines, Kia Rio Hatchback (12-19), change brakes as follows:
"(R) 10.3 ~~drum~~*disc*"

Electric Vehicle
None.

Formula/Sports Racing
FX
1. #36221 (Club Racing Board) Adjust minimum weights to align with pro F4 rules
In FX Table 1, FIA Certified F4 1st Gen Ligier JS F4 spec line, change the weight as follows:
"~~1420~~*1405*"

In FX Table 1, FIA Certified F4 2nd Gen Ligier JS F422 spec line, change the weight as follows:
"~~1344~~*1375*"

SR General
1. #36216 (SCCA Staff) Radical Class Descriptions E&O
In Radical Sports Racer 1 (SR1), GCR section 9.1.8.I.1.B, change as follows:
"A class for the Radical SR*1*~~3 models RS, RSX, XX and XXR~~ using the Suzuki 1340cc engine with ~~Fuell~~*Fuel* Cell and Safety Equipment conforming to the GCR."

In Radical Sports Racer 3 (SR3), GCR section 9.1.8.I.1.C, change as follows:
"A class for the Radical SR3 models RS, RSX, XX**,** and XXR using the Suzuki *1340cc or* 1500cc engine with ~~Fuell~~*Fuel* Cell and Safety Equipment conforming to the GCR."

GCR
None.

General
None.

Grand Touring
GT2
1. #36093 (Dominic Starkweather) GT2-ST Rule Clarification
In GCR Section, Appendix K. 2012.M2, add the following:
"*After market replacement differential housings are permitted as long as they are an exact equivalent.*"

2. #36235 (Grand Touring Committee) GT4 cars may run in GT2-ST
In 9.1.2. GT2 Spec Lines, GT3 Cars, change Note as follows:
"Note: *All GT4 cars are permitted to compete in GT2-ST provided they use a factory supplied power stick or Pro Series required restrictor. Must have GT4 rules in possession at all race events.* Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty."

GT3
1. #36237 (Grand Touring Committee) Correct missed Disenfranchised weight reduction
In GT3 Cars - PONTIAC, Sunfire GT, change Notes as follows:
"~~150~~*75*"

2. #36241 (Grand Touring Committee) errors & omissions on GT3 Mazda MZR spec lines
In GT3 Spec Lines, GT3 Engines - MAZDA, MZR, eliminate 2nd DOHC in its entirety and change Fuel Induction as follows:
"*Unrestricted*"

GTL
1. #36236 (Grand Touring Committee) Add GTL to GT3 choke option line.
In GCR, Section 9.1.2.E.13.n. after 8, change as follows:
"For GT3 *and GTL (GTLite)* only:"

Improved Touring
None.

Legends Car
None.

Production
None.

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
None.

Touring
T2
1. #35926 (Scotty B White) S550 Brakes
In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), add to Notes the following:
"*100LB for Mustang S550 2015-17 5.0 Gen2 and 2018-23 5.0. Gen3 reduce weight by 100Lb when using 4 piston stock or Brembo brakes with 355mm rotors.*"

2. #36126 (Joe Aquilante) request for allowance of 6 piston calipers for T2 C5 corvettes
In T2 Spec Lines, add to Notes the following:
Chevrolet Camaro SS (98-02): Four or *six* piston front calipers allowed.
Chevrolet Camaro, 1LE (2016-): Four or *six* piston front calipers allowed.
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04): Four or *six* piston front calipers allowed.
Chevrolet Corvette C6 Coupe / Grand Sport (05-13): Four or *six* piston front calipers allowed.
Chevrolet Corvette Z06 (06-12): Four or *six* piston front calipers allowed.
Pontiac Firebird (98-02): Four or *six* piston front calipers allowed.
Pontiac Solstice GXP Coupe/Convertible (07-09): Four or *six* piston front calipers allowed.

T2-T4
1. #35877 (Scotty B White) Mustang T2/T3
In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), add to Notes as follows:
"*Track/Performance Package parts permitted.*"

In T2 Spec Lines, Ford Mustang GT 5.0L (2018-), add to Notes as follows:
"*Track/Performance Package parts permitted.*"

In T3 Spec Lines, Ford Mustang V6 (15-17), change Notes as follows:
"Track/*Performance* package allowed."

2. #36050 (Scotty B White) T2-T4 Driveshaft Mistake...?
In GCR Section 9.1.9.2.D.4.b.6., remove as follows:
"~~If non-OEM driveshaft is used, add 25 lbs.~~"

In T2 Spec Lines, Ford Mustang V6 (11-14), change Notes as follows:
"~~Driveshaft from~~ Alternate ~~metallic~~ driveshaft is allowed."

In T2 Spec Lines, Ford Mustang Boss 302 (12-13), change Notes as follows:
"Alternate ~~metallic~~ driveshaft is allowed."

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14)ki, change Notes as follows:
"Alternate ~~metallic~~ driveshaft is allowed."

In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), change Notes as follows:
"Alternate ~~metallic~~ driveshaft is allowed."

In T2 Spec Lines, Ford Mustang GT 5.0L (2018-), change Notes as follows:
"Alternate ~~metallic~~ driveshaft is allowed."

In T2 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), change Notes as follows:
'~~An Aluminum driveshaft is allowed.~~"
"~~Alternate metallic driveshaft is allowed.~~"

In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Notes as follows:
"~~An Aluminum driveshaft is allowed.~~"
"~~Alternate metallic driveshaft is allowed.~~"

In T3 Spec Lines, Ford Mustang V6 (11-14), change Notes as follows:
"~~Driveshaft from Alternate metallic driveshaft is allowed.~~"

3. #36195 (Brian Leib) B8/8.5 Audi S4 T3 and T2
In T3 Spec Lines, Classify Audi S4 (2000-2002) as follows and allow the T2 spec line to expire.

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:
Audi S4 (2000-2002)	*81 x 86.4 2671*	*2616*	*18 x 9*	*245*	*3.500, 1.889, 1.231, 0.967, 0.806, 0.684*	*4.111*	*320 (F) 256 (R)*	*3400*	*38mm Turbo Inlet Restrictor Required, 800lb springs permitted front and rear, Sway Bars allowed 35mm (f), 22mm (r), intercooler allowed, Brake parts 20.8432.05 and 20.8432.06 allowed*

T3
1. #36116 (Lansing Stout) E&O: #35174 (Derek Chan) 350Z Parity Request
In T3 Spec Lines, Nissan 350ZTrack/ Touring/Standard/Nismo(03-08), add to Notes as follows:
"*DE engine: Cold air intake permitted.*"

2. #36196 (Allan Unruh) Z4 Roadster Eligibility
In T3 Spec Lines, BMW Z4 3.0si, & Coupe (07-08) change Model and add to Notes as follows:
"BMW Z4 3.0si, *3.0i, Roadster &* Coupe (07-08)"
Notes: "*Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners).*"

T4

1. #36030 (Patrick E Morgan) Homologation of car to T4
In T4 Spec Lines, Mercedes C300 4Matic (2008-2011), classify as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mercedes C300 4Matic (2008-2011)	*86.0 x 82.1 2996cc*		*18x8.5*	*245*	*(automatic) 4.38, 2.86, 1.92, 1.37, 1.00, 0.82, 0.73*	*3.27*	*(F) 295 (R) 300*	*3,725*	*Springs allowed 1100 lb max.* **This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**

2. #36086 (David Oliveira) MINI Cooper S Spec Lines Corrections.
In T4 Spec Lines, Mini Cooper S (02-04), delete spec line in its entirety.

In T4 Spec Lines, Mini Cooper S (05-06), change Model as follows:
"Mini Cooper S *R53* (*02*~~05~~-06)"

In T4 Spec Lines, Mini Cooper S (07-13), change Model and Notes as follows:
"Mini Cooper S *R56* (07-13)"
Notes: "~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.~~ Convertible model not allowed. ~~Factory optional limited slip differential allowed. JCW struts (F) 31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure.~~ Any spring up to a maximum spring rate of 500 lbs. front and 800 lbs. rear may be used. Wheels conforming to B-spec rules are permitted."

In T4 Spec Lines, Mini Cooper S (2016-), change Model and add to Notes as follows:
"Mini Cooper S (*2014*~~2016~~-*2023*)"
Notes: "*Convertible model not allowed. Any spring up to a maximum spring rate of 500lbs. front and 800lbs. rear may be used.*"

3. #36130 (Coyote Black) Allow Removal of Sound Tubes
In GCR Section 9.1.9.2.D.1.b., add the following:
"*2. OEM intake- Chambers, resonators and acoustic devices may be removed, provided; that their ports are located prior to any required restrictor, their ports are completely sealed, and that the part serves no other purpose.*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Travis Wiley vs. SOM COA Ref. No. 24-05-MW
June 2, 2024

FACTS IN BRIEF

On April 21, 2024, at the AVRG Green Country Grand Prix Hoosier SCCA Super Tour event at Hallett Motor Racing Circuit, Race Director Mike West filed a Request for Action (RFA) seeking investigation of car-to-car contact and pass under yellow in Sunday's Group 1 Race 2 between Travis Wiley, driver of Spec Miata (SM) #177, and Logan Stretch, driver of SM #98, between Turn 6 and Turn 7 on the last lap of the race.

The Stewards of the Meet (SOM) Neil Cox, Rob Woolston, and Art Tapley (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Wiley violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1.A., B., and D. (On Course Drivers Conduct) by failing to leave racing room while attempting to pass SM #98 resulting in contact while in a yellow flag zone. The SOM penalized Mr. Wiley with a loss of three positions in class, three event weekends probation, and assessed three penalty points on his competition license.

Mr. Wiley appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Lee Hill, and Bev Heilicher (Chairman) met on May 9, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Wiley, submitted April 25, 2024.
2. Notification of Appeal, received May 2, 2024.
3. Official Observer's Report, in-car videos, and related documents, received May 2, 2024.
4. YouTube Live Stream video of Group 1 Spec Miata Race 2, received May 6, 2024.

FINDINGS

On the next-to-last lap, a car lost a right-side wheel at the exit of turn 6 and drove off the track to driver's right, stopping in the grass well off course about 2/3 of the way up the straight between turns 6 and 7 (corner stations 7 and 8). This occurred immediately in front of the three front-running cars: SM #98 (Logan Stretch), SM #177 (Mr. Wiley), and SM #28 (Chris Haldeman) in that order and in close company. When the 3 leaders, still

running in the same order and still in close company, reached turn 6 on the last lap, corner station 7 (located at the exit of turn 6) was showing a yellow flag for the disabled car.

In his appeal, Mr. Wiley asserted he had difficulty seeing the yellow flag in his video, although in retrospect, he knew a yellow flag was present due to a disabled car off to the right side of the track. Describing the last lap of the race, he explained, “Car #98 partially blocked my view of the flag station and given that car 98 didn’t reduce pace, and the distance the stopped car was from the racing surface, indicated we were safely racing the final 4 turns of the race.” In Mr. Wiley’s opinion, the lack of a yellow flag at the entry of Turn 6 seemed to indicate there was no emergency ahead; thus there was no expectation for a change in racing status at the next flag station. He also cited the unexpected slowing of Car #85, driven by John Harms, as a factor.

After reviewing all available video and documentation, the COA notes the leader, Car #98, took a defensive line into turn 6 and slowed about 5mph more than normal to set up the gap between himself and Car #85 (the car being lapped). Car #98 only tracked out to mid-track to position himself offset to driver’s left of the car to be lapped. Car #177, in second place, tracked out normally so he was behind and to the right of Car #98 and directly behind Car #85. As the cars proceeded toward turn 7, the three leaders closed the gap on Car #85 with Car #98 maintaining his mid-track line and Car #177 moving up alongside Car #98 to his right. Just prior to reaching the disabled car, Car #85 slowed abruptly and pointed the leaders by. Car #177 was fully alongside Car #98 and swerved abruptly left to avoid running into the back of Car #85. Car #177 contacted the side of Car #98, forcing Car #98 to the far left edge of the track. Both Cars #98 and #177 passed Car #85 before clearing the disabled car. Car #28, following in third place immediately behind Car #177, passed Car #85 just after clearing the incident zone.

The COA finds Mr. Wiley violated GCR 6.1.1.B. by attempting to pass Car #98 and passing Car #85 within the yellow flag zone. The COA reminds drivers there is no passing from the plane of the flag until past the incident. Slower drivers are reminded to be predictable when leaders are approaching in a yellow flag zone. A “point-by” is allowed only under full course yellow, and abruptly slowing may worsen a hazardous situation. The COA also finds Mr. Wiley in violation of GCR 6.11.1.A., B. and D. for avoidable contact while attempting to pass Car #98.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Logan Stretch vs. SOM COA Ref. No. 24-06-MW
June 2, 2024

FACTS IN BRIEF
On April 21, 2024, at the AVRG Green Country Grand Prix Hoosier SCCA Super Tour event at Hallett Motor Racing Circuit, Race Director Mike West filed a Request for Action (RFA) seeking investigation of car-to-car contact and pass under yellow in Sunday's Group 1 Race 2 between Travis Wiley, driver of Spec Miata (SM) #177, and Logan Stretch, driver of SM #98, between Turn 6 and Turn 7 on the last lap of the race.

The Stewards of the Meet (SOM) Neil Cox, Rob Woolston, and Art Tapley (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Stretch violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag). The SOM penalized Mr. Stretch with a loss of three positions in class and assessed two penalty points on his competition license.

Mr. Stretch appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) James Foyle, Lee Hill, and Bev Heilicher (Chairman) met on May 9 and May 16, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Stretch, submitted April 25, 2024.
2. Notification of Appeal, received May 2, 2024.
3. Official Observer's Report, in-car videos, and related documents, received May 2, 2024.
4. Additional video from Mr. Stretch received May 2, 2024.
5. YouTube Live Stream video of Group 1 Spec Miata Race 2, received May 6, 2024.

FINDINGS
On the next-to-last lap, a car lost a right-side wheel at the exit of turn 6 and drove off the track to driver right, stopping in the grass well off course about 2/3 of the way up the straight between turns 6 and 7 (corner stations 7 and 8). This occurred immediately in front of the three front-running cars: SM #98 (Mr. Stretch), SM #177 (Travis Wiley), and SM #28 (Chris Haldeman) in that order and in close company. When the 3 leaders, still running in the same order and still in close company, reached turn 6 on the last lap,

corner station 7 (located at the exit of turn 6) was showing a yellow flag for the disabled car.

In his appeal, Mr. Stretch stated he set up a pass on a lapped car (SM #85, driven by John Harms) to occur after clearing the incident that caused the yellow flag. He asserted Mr. Harms suddenly slowed and pointed him by prior to reaching the position of the disabled car. Mr. Stretch said he made the pass as the safest course of action, rather than abruptly slowing. He cited GCR 6.6.2. which states, “a driver of a disabled car must demonstrate this by raising an arm, pulling to the side of the course, staying well off the racing line”. Mr. Stretch provided his in-car video which had also been given to the SOM, who were unable to view it.

After reviewing all available video and documentation, the COA notes Mr. Stretch (SM #98), took a defensive line into turn 6 and slowed about 5mph more than normal to set up the gap between himself and Car #85 (the car being lapped). Car #98 only tracked out to mid-track to position himself offset to driver’s left of the car to be lapped. Car #177, in second place, tracked out normally so he was behind and to the right of #98 and directly behind Car #85. As the cars proceeded toward turn 7, the three leaders closed the gap on Car #85 with Car #98 maintaining his mid-track line and Car #177 moving up alongside Car #98 to his right. Just prior to reaching the disabled car, Car #85 slowed abruptly and pointed the leaders by. Car #177 was fully alongside Car #98 and swerved abruptly left to avoid running into the back of Car #85. Car #177 contacted the side of Car #98, forcing Car #98 to the far left edge of the track. Both Cars #98 and #177 passed Car #85 before clearing the disabled car. Car #28, following in third place immediately behind Car #177, passed Car #85 just after clearing the incident zone.

The COA finds Mr. Stretch violated GCR 6.1.1.B. as he completed his pass of Car #85 within the yellow flag zone. However, the pass occurred primarily due to the actions of other drivers and was largely beyond his control. The COA reminds drivers in a yellow flag zone, there is no passing from the plane of the flag until past the incident. The court also reminds drivers GCR 6.6.2. (cited by Mr. Stretch in his appeal) does not apply to a local yellow flag zone but only applies when under full course yellow and not in an incident zone.

DECISION

The COA upholds the SOM decision but modifies the penalty to a reprimand and one point on Mr. Stretch’s competition license. His finishing position is to be restored. Mr. Stretch’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Ed Hosni vs. SOM COA Ref. No. 24-07-NE
June 2, 2024

FACTS IN BRIEF

On Saturday, April 27, 2024, following Race 1 for Group 2 (small bore) at the 72nd Cumberland Classic Majors event held at Pittsburgh International Race Complex, Assistant Chief Steward Matias Bonnier issued a Request for Action (RFA) seeking investigation of car-to-car contact between Ed Hosni, driver of F Production (FP) #18, and Charlie Campbell, driver of FP #89, at Turn 15.

The Stewards of the Meeting (SOM), Terry Hanushek, Jennifer Schwartzott, and Earl Hurlbut (Chairman) met, interviewed witnesses, viewed available video, and determined Mr. Hosni violated General Competition Rules (GCR) 6.11.1.A. and B. (On Course Driver Conduct). The SOM placed Mr. Hosni on Probation for two race weekend events and assessed 3 points on Mr. Hosni's competition license.

Mr. Hosni appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, Lee Hill, and Laurie Sheppard (Chairman), met on May 30, 2024, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Request from Mr. Hosni, submitted May 6, 2024.
2. Request to Appeal, received May 14, 2024.
3. Official Observers Report, related documents, and video, received May 14, 2024.
4. Additional video and analysis from Mr. Hosni, received May 14, 2024.

FINDINGS

In his appeal, Mr. Hosni argued the GCR references cited against him were applied incorrectly. He contended that he provided adequate racing room which included "the use of the curb as part of the marked racing surface" and it was Mr. Campbell who initiated the contact when he did not use "the available racing room".

In a witness statement given to the SOM, Mr. Hosni stated he began a pass on FP #89 at the exit of Turn 14 when Mr. Campbell "got wide". In-car video provided to the

COA showed Mr. Campbell did not attempt to impede the pass, but it was not completed before the approach to Turn 15, a left-hand kink; FP #18 was to the right and slightly ahead of FP #89 at the entry. Mr. Hosni moved left toward the apex and Mr. Campbell was forced onto the paved berm. As the track curved to the left, the berm narrowed, ending just past the apex. Mr. Campbell attempted to return to the track, but Mr. Hosni still had not completed the pass and was alongside, half a car width from the white line marking the left edge of the track. The right front of FP #89 contacted the left rear of FP #18, causing both cars to slide off track to driver's right and impact a tire wall.

The COA notes the racetrack is well marked with a white line designating the outer edge of the racing surface. Raised berms are liberally placed in areas where dropping a wheel might cause deterioration of the track edge and potentially create a hazardous condition. Those berms are outside the white line defining the racing surface. The COA finds Mr. Hosni misinterpreted GCR 6.11.3. (ver. 2024 April-updated) which states, "Drivers are required to follow the pavement or marked course..." The May-updated GCR specifies the "marked course" is "of the racing surface". In addition, the Club Racing Board further clarified their intent in response to Letter #36040 where they said, "Placing four wheels on the curbing would meet the intent of 'beyond the designated racing surface…'".

The COA finds Mr. Hosni did not provide Mr. Campbell with adequate racing room on the marked course. Mr. Hosni violated GCR 6.11.1.B. (Provide "sufficient space on the marked racing surface") and is therefore responsible for the resulting contact in violation of GCR 6.11.1.A. (Avoid physical contact).

DECISION

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Will Lucas vs. SOM COA Ref. No. 24-08-GL
June 20, 2024

FACTS IN BRIEF

Following the Saturday, May 18, 2024, Group 7 Spec MX-5 (SMX) Hoosier SCCA Super Tour race at Mid-Ohio Sports Car Course, Race Director Mike West filed a Request for Action (RFA) to investigate car-to-car contact in Turn 5 between SMX #44, driven by Josh Hansen, and SMX #134, driven by Will Lucas, resulting in Car #44 losing control, leaving the course, and rejoining the race in last place.

The Stewards of the Meeting (SOM) Chuck Dobbs, David Thompson, and Russ Gardner (Chairman) met, heard witnesses, reviewed videos, and concluded Mr. Lucas violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact). The SOM imposed a penalty of loss of position, moving him to last place, and assessed two penalty points on his competition license.

Mr. Lucas appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, James Foyle, and Lee Hill (Chairman) met on June 13, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Will Lucas, submitted May 19, 2024.
2. Notification of Appeal, received June 4, 2024.
3. Official Observer's Report, in-car videos, and related documents, received June 4, 2024.
4. In-car video from SMX #134, received June 4, 2024.
5. Email from SOM Chair, received June 10, 2024.

FINDINGS

In his appeal, Mr. Lucas stated he was being overtaken by another car (SMX #44) and the contact occurred before the overtaking car had fully cleared him. Mr. Lucas alleged he was not given the racing room to which he was entitled. He also stated the video from a trailing car viewed by the SOM could not conclusively confirm that the overtaking car had fully cleared him because of the angles involved. Mr. Lucas provided video from his forward-facing camera which was not viewed by the original court.

The COA notes the contact occurred just prior to the apex of Turn 5, but the overtake attempt began in Turn 3 (the Keyhole) and continued down the length of the back straight and through Turn 4 (China Beach). In-car video from both cars shows Car #134 was on the left in the Keyhole when Car #44 initiated the passing attempt. At the exit of the Keyhole, the two cars were side-by-side with Car #134 continuing on the left as they proceeded down the back straight and through right-hand Turn 4. Both drivers left each other racing room at all times up to that point. Exiting Turn 4, Car #134 moved to the left edge of the track approaching left-hand Turn 5. Car #44 moved up alongside until its left rear wheel was approximately even with the front bumper of Car #134. Video considered by the SOM from a car positioned behind and to the right of Cars #134 and #44 showed a slight gap due to the angle of the view. In contrast, Car #44's rear deck is not seen in Car #134's front-facing video, nor is Car #134 seen in the rear-view mirrors in Car #44's video.

Mr. Lucas maintained his position against the left edge of the racetrack and left racing room to his right for Car #44. Car #44 moved to the left, angling toward the apex of Turn 5 and Car #44's left rear contacted the right front of Car #134 causing Car #44 to spin to the right and leave the course.

The COA finds Car #44 had not safely completed the pass of Car #134 as required by GCR 6.11.1.D. (Responsibilities while passing) when the contact occurred. As the overtaking car, Car #44 was obligated to leave racing room in Turn 5 for Car #134 until the pass was completed. The COA declines to recommend penalizing Mr. Hansen as he suffered the loss of several positions due to the incident.

DECISION
The COA overturns the SOM decision in its entirety. Mr. Lucas's finishing position is to be restored and the points assessed are to be removed from his license. Mr. Lucas's appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Austin Hill vs. SOM COA Ref. No. 24-09-GL
June 19, 2024

FACTS IN BRIEF
Following the Saturday, May 18, 2024, Group 7 Spec MX-5 (SMX) Hoosier SCCA Super Tour race at Mid-Ohio Sports Car Course, Austin Hill, driver of SMX #8, protested Parker DeLong, driver of SMX #4, alleging violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct) for contact at Turn 13 resulting in Mr. Hill spinning off course.

The Stewards of the Meeting (SOM) Duane Harrington, Jennifer Schwartzott, Erick Zanner, and Russ Gardner (Chairman) met, heard witnesses, reviewed videos, and disallowed the protest.

Mr. Hill appealed the SOM's decision.

DATES OF THE COURT
The Court of Appeals (COA) Bev Heilicher, Laurie Sheppard, and James Foyle (Chairman) met on June 13, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Austin Hill, submitted May 28, 2024.
2. Notification of Appeal, received June 6, 2024.
3. Official Observer's Report, in-car videos and related documents, received June 6, 2024.
4. Response from SOM Chair, received June 17, 2024.

FINDINGS
Mr. Hill stated he is appealing the lack of a penalty assessed to Mr. DeLong for contact Mr. Hill believes was avoidable. He asserted Mr. DeLong was at least 1.5 car lengths behind Mr. Hill when he braked heavily to avoid a car spinning in front of him. SMX #4 (Mr. DeLong) contacted SMX #8 (Mr. Hill) causing SMX #8 to go off course and lose several positions. The SOM ruled the contact was unavoidable.

The COA reviewed all witness statements and available video considered by the SOM. Mr. Hill did not provide additional evidence. Mr. Hill was closely following another car, with a third car to the left of the leading car. Entering the Carousel, a long right-hand turn, Mr. DeLong was trailing Mr. Hill by just over a car length. Mr. Hill's brake lights are

seen illuminated several times as the cars negotiated the long turn, although Mr. Hill did not slow significantly. As the group of cars approached the left-hand turn onto the straight, the car to the left of the leading car spun, causing Mr. Hill to brake heavily. From Mr. DeLong's position on the track, the spinning car was obscured by Mr. Hill's car and the car immediately in front of him. SMX #4 hit SMX #8 in the rear causing SMX #8 to spin to the left. The contact took place less than 1 second after Mr. Hill's brake lights were illuminated the final time, thus not allowing Mr. DeLong sufficient time to react to the abrupt slowing of Mr. Hill's car.

The COA finds the SOM properly heard the protest and reached a logical conclusion based upon the evidence and testimony presented to them. The COA does not find sufficient evidence to overturn the decision of the SOM.

DECISION

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Timothy Ripley vs. SOM COA Ref. No. 24-10-SW
June 21, 2024

FACTS IN BRIEF
Following the Saturday, May 25, 2024, Group 1 race for B-Spec at the Fun in the Sun Southwest Conference Majors race held at MSR Houston, Race Director Bob Neff filed a Request for Action (RFA) seeking investigation of car-to-car contact at Turn 8 between Timothy Ripley, driver of B-Spec #64, and Aldora Louw, driver of B-Spec #38, resulting in Mr. Ripley losing control and rolling over.

The Stewards of the Meeting (SOM) Jon Stautberg, Larry Svaton, and Costa Dunias (Chairman) met, heard witnesses, reviewed videos, and decided no action was warranted on the RFA.

Mr. Ripley appealed the SOM's decision.

DATES OF THE COURT
The Court of Appeals (COA) Bev Heilicher, Lee Hill, and Laurie Sheppard (Chairman) met on June 13, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Timothy Ripley, submitted May 29, 2024.
2. Notification of Appeal, received June 8, 2024.
3. Official Observer's Report, in-car videos and related documents, received June 8, 2024.
4. Statement from Ms. Louw, received June 16, 2024.

FINDINGS
Mr. Ripley stated he is appealing the lack of a penalty assessed to Ms. Louw for contact which caused damage to his vehicle. Mr. Ripley alleged Ms. Louw attempted to pass his vehicle in an unsafe manner, and she did not provide video of the incident. He also stated his belief that the video he provided was not reviewed fully by the SOM. Mr. Ripley provided his analysis of his video.

The COA reviewed all witness statements and available video considered by the SOM. The video from Car #38 failed due to overheating before the cars left the grid on their pace lap. The COA notes the heat index at that time exceeded 100 degrees. The video from Car #64 was inconclusive due to the positioning of the camera, which was low in

the car and angled upward. The track surface was not viewable through the windshield and cars in the mirror were not identifiable as only the rooftop and windshield reflections were seen. Mr. Ripley provided no additional evidence or witness statements to support his appeal.

The COA finds the SOM properly heard the protest given the available evidence and witness testimony. The evidence in this case is insufficient to clearly establish the circumstances of the contact or to conclusively assign blame to either party.

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

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

CLUB RACING BOARD MINUTES | July 2, 2024

The Club Racing Board met by teleconference on July 2, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Peter Jankovskis and Mark Weber, BoD liaisons; Eric Prill, VP of Road Racing and Chief Operations Officer, Deanna Flanagan, Director of Program Services, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager; Kevin Coulter. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #36187 (Charles Davis) Rule Change Request for Mazda 2

Thank you for your letter. Please supply data to the committee to support your request.

GCR

1. #36281 (Dennis Dean) Minor Driver

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

GTL

1. #36205 (Isaac Preston) Request to Allow Direct Injection on Toyota G16E-GTS Engine

Thank you for your letter. May we direct you to a recent rule change concerning "direct injection" on GCR page #307 Section: n. **Fuel Induction System** 5.E.

EP

1. #36215 (James Rogerson) Z3 With Automatic for Hand Control Car

Thank you for your letter. Per 9.3.28, this request needs to be addressed to the Road Racing Technical Manager for approval: "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."

HP

1. #36251 (Brian Downey) I Don't Understand Your Transmission Logic

Thank you for your letter. The recent allowance for carbureted cars to install fuel injection systems only permitted an alternate method of delivering the same amount of air/fuel, through the same venturi/restrictor size, as parts for older carburetors are becoming increasingly harder to source, while aftermarket fuel injection systems are becoming cheaper and more readily available.

Asking for completely alternate transmissions, which increase the number of forward gears, as a performance benefit, is not viewed as comparable.

Not Recommended

B-Spec

1. #36024 (David Daughtery) Wheel width and spacer limit

Thank you for your letter. The committee is not recommending additional rules to wheel offset at this time, but will revisit the subject in the future.

SRF3

1. #36327 (Nils Musaeus) One Set of Tires for Qual. and Race. Request

Thank you for your letter. The Club Racing Board does not recommend this change. SRF/SRF3 cars have used these tires for nine years and to the overall satisfaction of the participants. Enterprises and Hoosier developed the tire to provide 10-12 heat cycles with very limited lap time deviations, and the tire has generally performed on that level. In addition, marking the SRF3 tires would be a staffing and timing problem for our volunteers due to the large fields of SRF3 cars entered at most U.S. Majors events.

GCR

1. #35930 (Michael Varacins) Delay of Flagtronics Mandate for Formula Cars

Thank you for your letter. Flagtronics reports that 250 small formula/prototype units will be available for sale beginning July 15 and will ship one week later, July 22. The price of these units will be $549.99. In that there will be ample time available for installation of these units in advance of the 2024 Runoffs they will be required for all cars competing. Should an issue arise with respect to availability this decision will be reconsidered. Based upon experience to date, there is ample evidence that the implementation of these units will enhance safety, driver awareness, and the ability to expedite incident clean up through use of the Full Course Yellow and virtual safety car conditions.

FP

1. #36262 (Travis Abbott) Request to Adjust FP (page 500) 93-98 Golf

Thank you for your letter, but this request is not recommended. Permitting an alternate intake manifold on a Prep Level 2 specification is against class philosophy, and it is not believed that the safety concern that is presented with the stock intake manifold design is valid. It is not uncommon for a throttle body to be located on the same side of the engine as its exhaust manifold and/or fuel lines. Additionally, within the existing rules, intakes (ahead of the throttle body) are unrestricted, so any piping can be shielded/insulated from heat, and fuel lines can be replaced with braided stainless steel lines, so alternate methods do exist within the current rules to address these perceived issues.

HP

1. #36261 (Travis Abbott) Request to Adjust HP (page 516) 93-98 Golf

Thank you for your letter, but this request is not recommended. Permitting an alternate intake manifold on a Prep Level 2 specification is against class philosophy, and it is not believed that the safety concern that is presented with the stock intake manifold design is valid. It is not uncommon for a throttle body to be located on the same side of the engine as its exhaust manifold and/or fuel lines. Additionally, within the existing rules, intakes (ahead of the throttle body) are unrestricted, so any piping can be shielded/insulated from heat, and fuel lines can be replaced with braided stainless steel lines, so alternate methods do exist within the current rules to address these perceived issues.

SM

1. #36183 (Jeremy Wilson) Non Replaceable Front Sway Bar Mounts for SM

Jeremy, thank you for your letter. The SMAC does not recommend your suggested change as the failure rate in SM for this part is minimal. We do hear of failure rates on cars not racing in SM which are running much larger sway bars; the failures in SM are primarily the result of a crash. Mazda continues to offer these parts new, and we have confirmed that they are in stock. They are also available in quantity on the used market.

T3

1. #36058 (Christopher DeShong) Spec E46 Tire Size Increase

Thank you for your letter. After reviewing data reports, we haven't found reason to adjust the BOP on this spec line at this time.

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

None.

What Do You Think

T2-T4

1. #36248 (Raymond Blethen) Require Cars to Seal Rear Window or Hardtop Gaps

The Touring committee is seeking opinions on whether it should be permissible to allow cabin venting via removing door/trunk seals and/or by creating a gap under a hard top.

RESUMES

None.

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

DATE: July 20, 2024
NUMBER: TB 24-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2024. 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/C-Spec
1. #35984 (B-Spec/C-Spec Committee) Update Tire Rules
In GCR Section 9.1.10.E.7. change as follows:
"~~a. For the remainder of 2023, B-Spec entrants will be allowed to compete on both Hankook and Goodyear Tires. For~~ *B-Spec:* tires shall be ~~Hankook 205/50R15 C51, Hankook 200/580R15 Z217,~~ P205/50~~Z~~R15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851. ~~Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024. Effective 7-1-2024 Goodyear is the only legal specified tire allowed in B-spec for all events.~~ *Mixing wet and dry tires is not permitted. Tires may not be modified. All B-Spec competitors are required to place two (2) 12-inch or larger "Goodyear" decals on their cars, one on each side of the car above the front tire.*
C-Spec: Tires shall be 225/45R17. ~~No~~ Mixing ~~of~~ wet and dry tires ~~on the same car~~ *is not permitted.* Tires must be run unmodified. ~~b. When using the Hankook wet tire, all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire.~~"

2. #36161 (B-Spec/C-Spec Committee) BOP help for the automatic B-Specs
In B-Spec Spec Lines, change as follows:
Chevrolet Sonic Sedan AT
Notes: "3~~3~~*5*mm"

Chevrolet Sonic Hatchback AT
Notes: "34*6*mm"

Honda Fit AT (07-08)
Weight (lbs): "~~2400~~*2350*"
Notes: "*Any aftermarket header allowed.*"

Honda Fit AT (09-14)
Weight: "~~2525~~ *2500*"
Notes: "Any Cold Air Intake Package allowed (any manufacturer) ~~with a 25lb adder~~."

Honda Fit CVT (15-19)
Notes: "3~~1~~*3*mm"
Mini Cooper Hatchback (R50) CVT (02-06)
Weight (lbs): "~~2545~~*2500*"

Mini Cooper (R56) AT (07-10)
Notes: "44*6*mm (OE Catalyst) or 40*2*mm (Header)"

Mini Cooper (R56LCI) AT (11-13)
Notes: "43*5*mm (OE Catalyst) *or 41mm (Header)"*

3. #36233 (Frank Schwartz) Require hood pins
In GCR, Section 9.1.10.E.41., change as follows:
"~~Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.~~ *Installation of hood pins is recommended but not required. If hood pins are used, the factory release and cable must be removed, but the secondary latch may be retained. Vehicles equipped with plastic release cables may replace them with steel units. The OEM hood release latch may be relocated.*"

4. #36238 (Jonathan Wickert) Sonic Caliper Pistons
In B-Spec Spec Lines, change Chevrolet Sonic Sedan MT (12-19), add to Notes the following:
"*Allow Babyface Fabrication brake caliper piston SNC-SS.*"

In B-Spec Spec Lines, change Chevrolet Sonic Sedan AT (12-19), add to Notes the following:
"*Allow Babyface Fabrication brake caliper piston SNC-SS.*"

In B-Spec Spec Lines, change Chevrolet Sonic Hatchback MT (12-19), add to Notes the following:
"*Allow Babyface Fabrication brake caliper piston SNC-SS.*"

In B-Spec Spec Lines, change Chevrolet Sonic Hatchback AT (12-19), add to Notes the following:
"*Allow Babyface Fabrication brake caliper piston SNC-SS.*"

In C-Spec Spec Lines, change Chevrolet Cruze (2010-16), add to Notes the following:
"*Allow Babyface Fabrication brake caliper piston CRZ-SS.*"

Electric Vehicle
None.

Formula/Sports Racing

F6

1. #36263 (brad smith) Request for oversize forged pistons for 593 (non-HO)
In F6, GCR section 9.1.1.D.14.I, change as follows:
"Forged replacement pistons
Rotax engines may be overbored as specified by Rotax to allow fitting of overbore pistons. Only the following forged replacement pistons are permitted:
1. Kawasaki: Wiseco # 2084M06800
Rotax 494: Wiseco # 2381M06950; Wiseco # 2381M07000 (0.50mm overbore)
Rotax 493: Wiseco # 2436M06950; Wiseco # 2436M07000 (0.50mm overbore)
Rotax 593 *non-HO engine only*: Wiseco # 2411M07600*; Wiseco # 2411M07650 (0.50mm overbore)*

~~2. Rotax 593 (standard bore): Wiseco # 2411M07600~~"

FE

1. #36435 (Robey Clark) Hoosier Tire Decal Placement
In FE, GCR section 9.1.8.I.2.M, add the following:
"*b. Hoosier FE/FE2 Decal Placement:*
Five (5) "Hoosier" decals are required in the following locations: One (1) small "Hoosier" decal on the nose or the front shock cover of the car. One (1) 12" "Hoosier" decal on the outside vertical plane of each front wing plate. One (1) 12" "Hoosier" decal on the vertical plane of each of the lower floor panels just in front of the rear wheels. Hoosier decals are available, free of charge, from all Hoosier tire distributors and SCCA Enterprises."

SRF

1. #36436 (Robey Clark) Update Rain Tire Rule and Hoosier Decal Placement
In SRF, GCR section 9.1.8.D.1.X.f, change as follows:
"Wet:
~~Front – Hoosier P/N 46100 P185/60R13 H20 or W2~~
~~Rear – Hoosier P/N 46105 P205/60R13 H20 or W2~~
~~Ground clearance is 2.5" with driver as raced when P185/60R13 (H20 or W2) tires are used.~~
~~OR~~
Front – Hoosier P/N 46101 P185/65R13 W2
Rear – Hoosier P/N 46105 P205/60R13 W2
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.
3. Hoosier SRF/SRF3 Decal Placement:
Four (4) "Hoosier" decals are required in the following locations: Two (2) 11" X 3" decals on the vertical plane of the front nose to the outside of the cooling opening on each side and two (2) 18" X 5" decals, one on each side of the engine cover or above the rear wheel openings on the vertical plane. Hoosier decals are available, free of charge, from all Hoosier tire distributors including SCCA Enterprises."

GCR

1. #35772 (Dayle Frame) Roll cage tubing dimensions (letter 34337)
In GCR, Section 9.4.5.E.4.b., change table as follows:
"~~Over 2699~~*2700-3999* lbs. 1.50 x .120
1.75 x ~~0~~.095
2.00 x .080
4000 lbs. and up 1.75 x .120
2.00 x .095"

2. #36246 (TODD BUTLER) Sound Control Spec Classes
In Sound Control, GCR section 5.7.4, change as follows:
"Cars running in classes with a class or manufacturer "spec" exhaust system per GCR rules for those classes may modify the exhaust system by means of a passive muffling device to meet event sound requirements. *This provision overrides all class or spec line rules, regulations, and standards.*"

General

None.

Grand Touring

GT3

1. #36198 (Vaughn Cooper) Adding Datsun B110 to List of Approved Cars
In GT3 Spec Lines, classify GT3 Cars - Nissan 1200 (B110) as follows:

GT3 Cars - Nissan

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1200 (B110)	*70-73*	*2dr*	*RWD*	*90.6*	*Must use an engine that is already classified to run in GT3 or may request an alternate Nissan (Datsun) engine for consideration.*

2. #36550 (Nathan Bonneau) Honda Civic Type R TCR Weight Reduction Request
In GT3-TCR Spec Lines, change Weight as follows:
Audi RS3 LMS (16-20) SEQ: "3177*3077*"

Audi RS3 LMS (16-20) DSG: "3100*3000*"

Honda Civic Type R (16-20) SEQ: "3210*3110*"

Hyundai I30N (16-20) SEQ: "~~3254~~*3154*"

Volkswagen GTI (16-20) SEQ: "~~3177~~*3077*"

Improved Touring
None.

Legends Car
None.

Production
1. #36231 (Angus Crome) Errant entry in HP production line item
In HP Spec Lines, change Track (F/R)mm/(in.) as follows:
Volkswagen Golf (GTI, GT, GL) (85-92): "~~2~~*1*537/1529 (60.5/60.2)"
Volkswagen Jetta (GLI, GL) (85-92): "~~2~~*1*537/1529 (60.5/60.2)"

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
STU
1. #36255 (David Fiorelli) RWD Turbo Disadvantage
In GCR, Section 9.1.4.1.H.3 - Inlet Restrictor (mm) Minimum Weight (lbs) table, change as follows:
"~~RWD cars must reduce restrictor 1 mm from this table~~"

Touring
T2
1. #36214 (Touring Committee) Errors
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Required Restrictor as follows:
"LS2: "~~53~~*63*mm flat plate restrictor"

In T2 Spec Lines, Chevrolet Camaro, 1LE (2016-), change as follows:
Min Weight: "~~3575~~*3500*"
Required Restrictor: "~~60mm FRP~~*58mm flat plate restrictor*"

2. #36258 (Anthony Piselli III) Subaru Appeal
In T2 Spec Lines, Subaru Impreza WRX STi (03-07), change Notes as follows:
"~~**This Spec line will expire 12/31/24, Please submit to appeal**~~"

In T2 Spec Lines, Subaru Impreza WRX STi (08-11), change Notes as follows:
"~~**This Spec line will expire 12/31/24, Please submit to appeal**~~"

3. #36571 (Club Racing Board) S550 Brakes
In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), add to Notes as follows:
"*Mustang S550 2015-17 5.0 Gen2 and 2018-23 5.0. Gen3 reduce weight by 100Lb when using 4 piston stock or Brembo brakes with 355mm rotors.*"

In T2 Spec Lines, Ford Mustang GT 5.0L (18 -), add to Notes as follows:
"*Mustang S550 2015-17 5.0 Gen2 and 2018-23 5.0. Gen3 reduce weight by 100Lb when using 4 piston stock or Brembo brakes with 355mm rotors.*"

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Notes as follows:
"~~Reduce weight by 100Lb when using either stock 355mm 4 piston brakes or m2300s 355mm 4 piston Ford brake kit.~~"

T3
1. #36249 (Jason LaManna) Honda Civic Si (2017+)
In T3 Spec Lines, Honda Civic Si (2017-) with 2900 weight, change as follows:
Model: "Honda Civic Si (2017-*2021*)"
Restrictor: "~~36mm TIR~~"
Add to Notes: "**This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**"

In T3 Spec Lines, Honda Civic Si (2017-), change as follows:
Model: "Honda Civic Si (2017-*2021*)"
Restrictor: "~~36mm TIR~~"
Weight (lbs): "3075*2950*"
Add to Notes: "**This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**"
2. #36284 (Anthony Piselli III) Subaru Reliability Help
In T3 Spec Lines, Subaru STI (15-20), add to Notes the following:
"*OEM spec block permitted # IAG-ENG-S550, Head studs permitted.*"

In T3 Spec Lines, Subaru WRX STI (03-07), add to Notes the following:
"*OEM spec block permitted # IAG-ENG-S550, Head studs permitted.*"

3. #36338 (Touring Committee) spec line for 36073
In T3 Spec Lines, classify Audi TT Coupe (08-14) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi TT Coupe (08-14)	*82.5 x 92.8 1984*	*36mm TIR max 60mm from impeller*	*18 X 9*	*255*	*2.92, 1.79, 1.19, 0.83, 0.86, 0.69*	*4.77*	*(F) 355 Vented (R) 310 Vented*	*3200*	*Borg-Warner KO4 turbo from Audi TTS permitted. Max spring rate 800#/in front and rear. Front and rear sway bar max 42mm permitted.*

4. #36339 (Touring Committee) 36131
In T3 Spec Lines, classify Mazda MX5 Miata/Club/ RF (19-24) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mazda MX5 Miata/Club/ RF (19-24)	*83.5 x 91.2 1998*		*17x8.5*	*245*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*2.87*	*280*	*2550*	*Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette. 35mm max sway bars allowed. 3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01). 800 lb (max) springs permitted front and rear. Mazda tower brace 0000-04-5626 allowed. Header allowed-0000-06-5407*

T4
1. #36232 (Ted Warning) T4 Camaro V6 weight reduction
In T4 Spec Lines, Chevrolet Camaro V-6 (96-02), change weight as follows:
"~~3250~~*3150*"

2. #36345 (Touring Committee) BOP adjustment for ND MX5s
In T4 Spec Lines, change Weight (lbs) as follows:
Mazda MX-5 Miata/Club (16-18): "~~2700~~*2650*"
Mazda MX5 Miata/Club/ RF (19-24): "~~2800~~*2750*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Blair Deffenbaugh vs. SOM COA Ref. No. 24-11-SE
July 1, 2024

FACTS IN BRIEF
Following the Sunday, May 26, 2024, Group 6 race for B-Spec at the Central Carolina Southeast Conference Majors and Double SARRC (South Atlantic Road Racing Championship) Race held at Carolina Motorsports Park, Mark Goodman, driver of B-Spec #5, filed a protest against Blair Deffenbaugh, driver of B-Spec #87, alleging Car #87 was not compliant with General Competition Rules (GCR) 9.1.10.E.7.a. (Tires).

The Stewards of the Meeting (SOM) Robert Mayes, Peter Olivola, Dave Perlman, and Paul Gauzens (Chairman) met, heard witnesses, and ruled Mr. Deffenbaugh's Hankook tires were not compliant for use in a Majors race. Mr. Deffenbaugh was penalized with a loss of finishing position, moving him to last finisher in B-Spec, loss of Majors points, and two penalty points were assessed to his competition license.

Mr. Deffenbaugh appealed the SOM's decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, Lee Hill, and Laurie Sheppard (Chairman) met on June 27, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Blair Deffenbaugh, submitted June 4, 2024.
2. Notification of Appeal, received June 17, 2024.
3. Official Observer's Report, photos, and related documents, received June 17, 2024.
4. Statement from Mr. Olivola, event Chairman of the SOM, received June 19, 2024.
5. Statement from Mr. Goodman, received June 24, 2024.

FINDINGS
In his appeal, Mr. Deffenbaugh acknowledged the tires he used were not compliant for a Majors race. The race was a U.S. Majors Tour event with a Double SARRC (regional) race component and he stated his intent was to compete in the SARRC component. He referenced the sentence within GCR 9.1.10.E.7.a. (B-Spec tires) which allows competitors in regional races to use Hankook tires until June 30, 2024. He also

referenced GCR 7.4.B. (Penalty points) arguing points should not be assessed for non-compliance issues.

The SOM interviewed both drivers, researched applicable rules in the GCR, reviewed the event Supplemental Regulations, and concluded the event was not a regional event due to the type of event sanction issued by SCCA. Therefore, they ruled B-Spec #87 was entered in the Majors Tour event, was non-compliant for Majors competition, and penalized Mr. Deffenbaugh accordingly.

The COA notes GCR 9.1.10.E.7.a. states, “Effective 1-1-2024 Hankook Tires will be allowed at regional events only...” The CRB did not identify a unique class designation for cars prepared to this specification. The COA also notes GCR 3.1.1.A.1. (U.S. Majors Tour Events) allows for a non-Runoffs eligible component as a part of a Majors race and GCR 3.1.1.A.2. states, “Regional classes may be included in Majors run groups at Conference Majors events only.” Further, GCR 3.1.1.B.1. specifies “All sprint races …except U.S. Majors Tour events, are designated as Regional races.” Per the event Supplemental Regulations approved by SCCA, GCR defined Regional-only and SARRC-defined classes were intermingled in mixed class race groups with Runoffs-eligible classes. Mr. Deffenbaugh testified to the SOM and reiterated in his appeal that he intended to run the SARRC (regional) component of the event and did not seek recognition as part of the U.S. Majors Tour. The SOM noted a waiver process to allow a driver with a potentially Runoffs-eligible car to participate only in the non-Runoffs eligible component of a U.S. Majors Tour race does not exist.

The COA finds the event was a U.S. Majors Tour event with a regional race component. The COA notes B-Spec cars may compete in regional competition using Goodyear or Hankook tires and race head-to-head. Only cars using Goodyear tires may receive points in the U.S. Majors Tour standings. The SCCA approved the Central Carolinas Region’s application for a regional event component to a U.S. Majors Tour event. Mr. Deffenbaugh entered the event with a vehicle compliant for regional events only but was not provided a mechanism to declare himself a SARRC-only competitor.

The COA upholds the SOM decision with modifications. B-Spec #87 is not eligible to compete in the U.S. Majors Tour and must be excluded from the awarding of points and awards in that series for both Race 1 (on Saturday, May 25, 2024) and Race 2. Mr. Goodman has been recognized as the U.S. Majors Tour winner of Race 2 and that does not change. Mr. Deffenbaugh’s position penalty is rescinded and all penalty points are to be removed from his competition license. Mr. Deffenbaugh’s original finishing position in Race 2 is to be restored and he is to receive SARRC points and awards commensurate with his position. All other B-Spec SARRC competitors’ Race 2 points will be adjusted.

The COA clarifies Mr. Deffenbaugh's stance that penalty points should not be assessed for compliance related penalties. GCR 7.4.B. states in part, "penalties imposed for car non-compliance … will not incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward." Penalty points are imposed automatically and may not be waived or modified if non-compliance is initially determined by the SOM or the COA.

DECISION

The COA upholds the SOM decision with modification. Mr. Deffenbaugh'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Ryan Harrison vs. SOM COA Ref. No. 24-12-NE
July 09, 2024

FACTS IN BRIEF

Following the Sunday, June 9, 2024, Group 3 (Small Bore) race at the June MARRS event held at Summit Point Motorsports Park, Assistant Chief Steward Kyle Colbey filed a Request for Action (RFA) seeking investigation of car-to-car contact at the exit of Turn 2 between Alex Cumming, driver of SPEC-RX7 (SRX7) #24, and Ryan Harrison, driver of Super Touring Lite (STL) #47, resulting in Mr. Cumming losing control and contacting the tire barrier.

The Stewards of the Meeting (SOM) George Bloeser, Bob Crawford, Dave Hofmann, Doug Nickel, and Terry Hanushek (Chairman) met, heard witnesses, reviewed videos, and decided Mr. Harrison violated GCR 6.11.1.D. (Responsibilities while passing) and issued penalties of loss of position (moving him behind Car #24) and three race weekends probation, which incurred three points on his competition license.

Mr. Harrison appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA) Bev Heilicher, Lee Hill, and Costa Dunias (Chairman) met on June 25, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Ryan Harrison, submitted June 17, 2024.
2. Notification of Appeal, received June 25, 2024.
3. Official Observer's Report, in-car videos, and related documents, received June 25, 2024.
4. In-car video from Car #4 provided by Mr. Harrison, received June 25, 2024.

FINDINGS

Mr. Harrison provided in-car video from Car #4, a trailing car driven by Thomas Beverly, which Mr. Harrison asserted showed the two cars he was overtaking acted unpredictably while he was alongside. He also suggested the two cars he was overtaking were unaware he was passing.

The COA reviewed all witness statements and available video, including those considered by the SOM and the video from Mr. Beverly's car submitted with the appeal.

The COA notes the incident occurred at Turn 2, a right-hand bend onto the straightaway. Mr. Harrison testified to the SOM that while he was passing two lapped cars (Mr. Cumming's SRX7 #24 and SRX7 #121, driven by Karl Ricker) he had contact with Car #24. Mr. Harrison also stated the gap was small between the two cars he was passing but should have worked assuming other cars were aware of the cars around them. Mr. Cumming's witness statement says he initiated a pass of Car #121 from the inside and continued towards Turn 2 where he was hit by a white Miata (Car #47) which was trying to split his car and the RX7 he was passing. Mr. Cumming asserted there was not enough room between his car and the other car for a car of any size to fit.

The COA finds the video from Mr. Beverly's trailing car does not show either of the two overtaken cars acting unpredictably as both were in the proper position to negotiate Turn 2 when the contact occurred.

The COA finds the SOM properly investigated the incident and reached a logical conclusion given the available evidence and witness testimony. The new evidence provided by Mr. Harrison is insufficient to overturn the decision.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Harrison'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
William Wald vs. SOM COA Ref. No. 24-13-SE
July 16, 2024

FACTS IN BRIEF
On June 2, 2024, following Race 2 for Group 4 at the June Bug Dash at Sebring International Raceway, Assistant Chief Steward Herb Shipp filed a Request for Action (RFA) seeking investigation of car-to-car contact between Lawrence Hendrickson, driver of Formula F (FF) #2, and William Wald, driver of Formula S (FS) #03 at the apex of Turn 11 on the Sebring Club Course.

The Stewards of the Meeting (SOM) John Eldridge, Pedro Prado, and Steve Gauding (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Wald violated General Competition Rules (GCR) 6.11.1.D. (Responsibilities during passing) for making the decision to pass another car and failing to accomplish it safely. The SOM penalized Mr. Wald with three race weekends probation and assessed one penalty point on his competition license. The COA notes Mr. Wald was notified of the SOM decision at 4:05 PM on June 11, 2024.

Mr. Wald appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, James Foyle, and Bev Heilicher (Chairman) met on July 11, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Wald, submitted June 14, 2024.
2. Notification of Appeal, received July 1, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 1, 2024.

FINDINGS
In his Appeal, Mr. Wald asserted, "Although it is the responsibility of the overtaking car to complete a safe pass, it is also the responsibility of the driver being overtaken to have situational awareness and to adhere to the blue flags." He went on to describe the situation from his perspective, including his belief that a blue flag at the exit of Turn 10 and the track position of FF #2 indicated FF #2's driver knew Mr. Wald was initiating a pass on the right. Mr. Wald stated, "There was ample space to make a safe pass until [FF #2] moved over into my path."

The COA reviewed the available video from FF #2 and FS #03. Although both drivers were interviewed by the SOM, their statements were not available for review. Based on the video evidence, about 10 minutes into the scheduled 30-minute SARRC Feature Race, the overall race leader, Mr. Wald in FS #03, was approaching FF #2 to lap him. As FF #2 approached the brake zone for the Hairpin (Turn 10 on the Club Course), FS #03 was exiting Big Bend (Turn 9) – about 250 yards behind FF #2. As FF #2 negotiated the Hairpin Complex (duration about 9 seconds), FS #03 closed to within about a car length. Exiting the Hairpin complex, FF #2 was just left of center track heading toward the right-hand bend (Turn 11) that is the beginning of the Sebring Chicane. The flag station at Turn 11 was displaying a blue flag. FF #2 followed his normal line and turned toward the apex of Turn 11 while Mr. Wald initiated a pass to the right of FF #2. Contact occurred near the apex of Turn 11 with Mr. Wald's left front tire hitting the back of the right front tire of FF #2. The contact caused FS #03 to launch over FF #2.

The COA acknowledges there was a speed differential of approximately 8 seconds per lap between FF #2 and FS #03 on the 1.7 mile course. The COA also notes FS #03 was the overall leader and the only entrant in the FS class. Mr. Wald stated a blue flag was present only at Turn 11 and in hindsight, he acknowledged the driver of FF #2 did not appear to react to the flag. The COA reminds drivers GCR 6.1.1.C. (Blue Flag) does not command a specific action by drivers to whom a blue flag is shown.

The COA finds Mr. Wald violated GCR 6.11.1.D. which states, "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely." The SOM properly investigated the RFA and reached a logical conclusion based on driver interviews and video evidence. The penalty imposed is within their authority per GCR 7.2. (Range of Penalties). However, the COA finds GCR 7.4.A. (Penalty Points) specifies penalties imposed by the SOM incur points according to the published schedule. A penalty of "Probation of SCCA competition privileges" automatically incurs 3 points on the competitor's license. The SOM lacked the authority to modify the point schedule.

DECISION

The COA upholds the SOM decision with modification. The points assessed on Mr. Wald's competition license are changed from one point to three points per GCR 7.4.A.6. Mr. Wald'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Lawrence Hendrickson vs. SOM COA Ref. No. 24-14-SE
July 16, 2024

FACTS IN BRIEF
On Sunday, June 2, 2024, following Race 2 for Group 4 at the June Bug Dash at Sebring International Raceway, Assistant Chief Steward Herb Shipp filed a Request for Action (RFA) seeking investigation of car-to-car contact between Lawrence Hendrickson, driver of Formula F (FF) #2, and William Wald, driver of Formula S (FS) #03, at the apex of Turn 11 on the Sebring Club Course.

The Stewards of the Meeting (SOM) John Eldridge, Pedro Prado, and Steve Gauding (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Hendrickson violated General Competition Rules (GCR) 6.11.1.D. (Responsibilities during passing) by failing to use his mirrors and being unaware of being passed by FS #03. The SOM penalized Mr. Hendrickson with three race weekends probation and assessed one penalty point on his competition license. The COA notes Mr. Hendrickson was notified of the SOM decision at 4:25 PM on June 11, 2024.

Mr. Hendrickson appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, James Foyle, and Bev Heilicher (Chairman) met on July 11, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Hendrickson, submitted June 18, 2024.
2. Notification of Appeal, received July 1, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 1, 2024.
4. Mr. Hendrickson's in-car video of the last two laps of the race and map of the accident area, received July 1, 2024

FINDINGS
In his Appeal, Mr. Hendrickson contended as he approached the apex of the corner on his typical racing line, "the overtaking driver was within what is commonly referred to as the 'danger vortex,' a blind spot where visibility is limited, and [Mr. Hendrickson] was unable to perceive [FS #03's] presence." According to Mr. Hendrickson, at the time he began the turn-in to the corner, FS #03 was not even to the rear of FF #2. He

emphasized that he was fully committed to executing the turn before he was overtaken and asserted “it is the responsibility of the overtaking driver to execute a safe pass.”

The COA reviewed the available video from FF #2 and FS #03. Although both drivers were interviewed by the SOM, their statements were not available for review. Based on the video evidence, about 10 minutes into the scheduled 30-minute SARRC Feature Race, the overall race leader, FS #03, was approaching FF #2 to lap him. As FF #2 approached the brake zone for the Hairpin (Turn 10 on the Club Course), FS #03 was exiting Big Bend (Turn 9) – about 250 yards behind FF #2. As FF #2 negotiated the Hairpin Complex (duration about 9 seconds), FS #03 closed to within about a car length. Exiting the Hairpin complex, FF #2 was just left of center track heading toward the right-hand bend (Turn 11) that is the beginning of the Sebring Chicane. The flag station at Turn 11 was displaying a blue flag. Mr. Hendrickson followed his normal line and turned toward the apex of Turn 11 while FS #03 initiated a pass on the right side of FF #2. Contact occurred near the apex of Turn 11 with the left front tire of FS #03 hitting the back of the right front tire of FF #2 resulting in FS #03 launching over FF #2.

The COA acknowledges there was a speed differential of approximately 8 seconds per lap between FF #2 and FS #03 on the 1.7 mile course. The SOM stated Mr. Hendrickson denied seeing the blue flag immediately before the contact and he confirmed in his appeal he was unaware of FS #03’s rapid approach. Mr. Hendrickson turned toward the apex on the right side of the track before Mr. Wald drew alongside.

The COA finds Mr. Hendrickson shared responsibility for the contact. While GCR 6.11.1.D. places the primary responsibility for the decision to pass another car and to accomplish it safely on the overtaking driver, it also requires the overtaken driver to be aware that he is being passed and not to impede the other driver. The COA does not apportion the blame equally in this situation and therefore, while upholding the SOM decision, the COA modifies the penalty, rescinding the three race weekends probation. Mr. Hendrickson is to receive a Reprimand, which incurs one penalty point on his license.

DECISION
The COA upholds the SOM decision but modifies the penalty to a Reprimand. Mr. Hendrickson’s three race weekends probation is rescinded. One penalty point will remain on his competition license. Mr. Hendrickson’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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

CLUB RACING BOARD MINUTES | July 26, 2024

The Club Racing Board met Face-to-Face on July 26, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Eric Prill, VP of Road Racing and Chief Operations Officer, Deanna Flanagan, Director of Program Services, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #36481 (ROBERT PIEKARCZYK) 2nd Gen Fit Weight

Thank you for your letter. The BSAC will continue to monitor BOP for this car with the current weight penalty for the intake.

GCR

1. #36265 (John Walsh) Active Race Clock Management

Thank you for your letter. Please see the response to letter #36106 in this Fastrack.

2. #36494 (Jonathan Wickert) FIA Rain Lights

Thank you for your letter. Nothing in the rules prevents increasing the illumination of original equipment taillights. In the alternative, cars competing in classes other than Formula and Sports Racing classes may use a separate red rain light as permitted by GCR section 9.3.33.B.2 if desired. Please see the response to letter #36657 in this Fastrack.

3. #36514 (Paul Gauzens) Clarification of Intent for Refusing Awards and Waiving Points

Thank you for your letter. The rule as written allows a driver to refuse awards for an individual race, event, or entire series.

4. #36522 (Kent Carter) SCCA needs a vintage racing program

Thank you for your letter. SCCA has a Vintage GCR available on the SCCA website, and many SCCA regions have supplemental regulations that define region-specific vintage class rules and incorporate vintage run groups on regional event weekends.

5. #36570 (Leland Miller) Comment on letters 35655 & 36061

Thank you for your comments pertaining to changes to GCR section 8.2.

SM

1. #36543 (Jim Drago) 2025 Parity

Thank you for your letter.

Not Recommended

B-Spec

1. #35321 (David Daughtery) Stand alone abs controller

Thank you for your letter. After requesting member feedback on this topic, the BSAC determined that there was not sufficient support to recommend this change.

GCR

1. #36061 (Bev Heilicher) Response to Letter 35655 S. Pence
Thank you for your letter. The Club Racing Board does not recommend these changes.

2. #36106 (John Walsh) Race Clock Management & Green Flag Racing
Thank you for your letter. The Club Racing Board does not recommend this change. Varying track contracts around the U.S. restrict flexibility for race schedules.

3. #36386 (Raymond Blethen) 6.5.2 Pace Lap - Getting lined up 2x2
Thank you for your letter. The Club Racing Board does not recommend this change. Drivers' letters can be used to inform drivers of 2x2 lineup expectations on the pace lap.

4. #36507 (Bradley Davis) Passing Under Yellow
Thank you for your letter. The Club Racing Board does not recommend this change. Redefining what creates an unsafe and illegal pass under yellow flag conditions would be unenforceable particularly with multi-class racing and would impose additional judgment calls on corner workers to determine who may have gained an advantage.

GT1

1. #36440 (Daniel Speer) GT1 Fuel Injection Ban
Thank you for your letter. The CRB is currently evaluating F/I for GT1. At this time F/I is currently legal in GTX.

GT2

1. #36475 (Lou Gigliotti) Total Inequities RE: TA2 Cars
Thank you for your letter. This request is not recommended at this time. The performance of the TA2 cars is constantly being monitored by the CRB.

GT3

1. #36461 (George Cichon) GT3 Mazda Weight Reduction
Thank you for your letter. The CRB believes the current weight to be correct and will continue to monitor the class.

Recommended Items

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

GCR

1. #36563 (Kevin Coulter) Request to Remove Surrendering Membership Card for Probation
In Range of Penalties, GCR section 7.2.H, change as follows:
"The probation is effective immediately. ~~If available, the SCCA member card should be surrendered to the Chairman SOM or the National Office.~~ If a fine is imposed, the conditions set forth in the probationary license will not be met until the fine is received by the Chairman SOM or the National Office. Any member on probation must notify the event Race Director or Chief Steward prior to his first on-track session or beginning his assigned official's responsibilities. Failure to notify the Race Director or Chief Steward is a violation of probation."

GT General

1. #36511 (Ken Gassin) Add choke size wording to GCR
In GCR, Section 9.1.2.F.7.k., change the following:
"k. GTLite Rules Concerning Alternate Weights, *Chokes* and SIRs"

In GCR, Section 9.1.2.F.7.k., add the following:
"*Competitors running the alternate choke option must display the word "CHOKE" as well as size in mm next to the weight.*"

GT2

1. #36666 (Grand Touring Committee) Appendix K.
In GCR, Section Appendix K.1 2012 STO Rules, add the following:
"K. Approved slicks (competition wets) with 100 lb. penalty."

Taken Care Of

None.

What Do You Think

None.

RESUMES

None.

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

DATE: August 20, 2024
NUMBER: TB 24-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2024. 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. #36662 (American Sedan Committee) Mustang transmission ratios
In AS Spec Lines, Ford Mustang GT (05-14) with Restricted Prep Engine, add to Notes as follows:
"*Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68.*"

In AS Spec Lines, Ford Mustang GT 5.0L (2018-), add to Notes as follows:
"*Alternate transmission Ratios 3.24, 2.10, 1.42, 1.00, 0.81, .062.*"

B-Spec/C-Spec
1. #35780 (Derrick Ambrose) Scion IA/Toyota Yaris/Mazda 2 DY chassis suspension
In B-Spec Spec Lines, Toyota/Scion IA Sedan (16-20), change Notes as follows:
"38mm FPR. *(Effective 11/1/2024) Allow ST Suspension Kit 13275022.* This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted."

2. #36542 (B-Spec/C-Spec Committee) Clean up 07-08 Honda Fit AT Notes Section
In B-Spec Spec Lines, Honda Fit AT 07-08, change Notes as follows:
"*(Effective 11/1/2024)* ~~Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed.~~ Allow rear sway bar Progress # 62.1060. Any Cold Air Intake Package allowed (any manufacturer). This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted."

Electric Vehicle
None.

Formula/Sports Racing

FC

1. #36533 (SCCA Staff) 9.1.1.10.h. FC Tire Rule

In FC, GCR section 9.1.1.B.10.h, change as follows:

"*(Effective 11/1/2024)* FC is permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major, and Super Tour events; eight (8) dry tires and eight (8) wet tires are permitted for the Runoffs. This is effective beginning with the first (1st) qualifying session of the event. ~~Marked tires are not required for~~ *The tire limit does not apply to* testing or practice. It is the competitor's responsibility to ensure that the tires are declared, marked, and logged by Tech *immediately upon conclusion of the first qualifying session, as provided in the event supplemental regulations, or per the instructions of the Race Director or Chief Steward.* ~~in advance of the tire(s) being used in a qualifying session or race. Failure to participate on marked~~ *Use of tires in excess of the number allowed* will result in a penalty. *Failure to participate on declared/marked/logged tires after the time prescribed for the same may result in a penalty.* If a tire is damaged during a qualifying session or a race*,* the competitor may replace the damaged tire with a used tire upon approval by the *Race Director or* Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the *Race Director or* Chief Steward, but such will result in the loss of grid position in the subsequent race or session; the competitor will start at the back of the grid. Replacement of a damaged tire with a new tire upon approval by the *Race Director or* Chief Steward will result in loss of grid position in the subsequent race or session*; the competitor will start at the back of the grid*."

FE

1. #36625 (Robey Clark) Update on Letter 36620 with new Hoosier Contingency Decal Info

In FE, GCR section 9.1.1.I.2.M.b, change as follows:

"~~Five (5) "Hoosier" decals are required in the following locations: One (1) small "Hoosier" decal on the nose or the front shock cover of the car. One (1) 12" "Hoosier" decal on the outside vertical plane of each front wing plate. One (1) 12" "Hoosier" decal on the vertical plane of each of the lower floor panels just in front of the rear wheels. Hoosier decals are available, free of charge, from all Hoosier tire distributors and SCCA Enterprises~~*Per Hoosier's contingency program, three (3) decals are required to qualify for contingency awards. One (1) decal must be located on each side of the car and one (1) decal must be visible on the front.*"

SRF3

1. #36624 (Robey Clark) Update to Letter 36619 with new Hoosier Contingency Decal Info

In SRF, GCR section 9.1.8.D.1.X.f.3, change as follows:

"~~Four (4) "Hoosier" decals are required in the following locations: Two (2) 11" X 3" decals on the vertical plane of the front nose to the outside of the cooling opening on each side and two (2) 18" X 5" decals, one on each side of the engine cover or above the rear wheel openings on the vertical plane. Hoosier decals are available, free of charge, from all Hoosier tire distributors including SCCA Enterprises~~*Per Hoosier's contingency program, three (3) decals are required to qualify for contingency awards. One (1) decal must be located on each side of the car and one (1) decal must be visible on the front.*"

GCR

1. #36455 (Leland Miller) Link Between 2.1.6 and 9.3.11.A
In Camera and Camera Mounts, GCR section 9.3.11.A, add the following:
"All cars competing at Regionals, Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident. *Altering the video in any way or* ~~Failure~~*failing* to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file so it can be viewed in an MS Windows compatible viewer."

2. #36540 (SCCA Staff) Protest Fee Clarification
In FE, GCR section 9.1.1.I.2.U.b.3, change as follows:
"Protest Fee: ~~Regional -$25.00, National -$50.00.~~ *See GCR section 8.3.1.D for fees and payment procedure.*"

In SRF, GCR section 9.1.8.D.1.U.b.3, change as follows:
"Protest Fee: ~~Regional -$25.00, National -$50.00.~~ *See GCR section 8.3.1.D for fees and payment procedure.* Item 1 will be done by the CSR or other shop that is equipped for this type of work and will be paid directly."

3. #36657 (Club Racing Board) Non-Formula and non-Sports Racing alternate optional rain light
In Rain Lights, GCR section 9.3.33.B.2, change as follows:
"A red rain light meeting FIA Standard 8874-2019, Technical List No. 76, is required on all Formula (open wheel) and Sports Racing cars. This light must be mounted approximately on the centerline of the car. *Cars competing in classes other than Formula and Sports Racing classes may use either a rain light meeting FIA Standard 8874-2019, Technical List No. 76, or a Super Bright LEDs Inc. P/N PT-STRB-R24 rain light if desired.* The rain light may strobe only on Formula and Sports Racing cars."

General

None.

Grand Touring

GT1

1. #36230 (Wayne Graham) Request to Classify Mazda 26B Engine
In GT1 Spec Lines, GT1 Approved Automobile List, Mazda, add the following:
"*(Effective 11/1/2024) 26B engine = 2850 lbs.*"

GT3

1. #36291 (Richard Smith) GCR GT3 Disfranchised GT2
In GT3 Spec Lines, Engines - MAZDA, Engine Family 13B Bridgeport, change as follows:
Weight: "*(Effective 11/1/2024)* 2350 *2275*"
Notes: "*(Effective 11/1/2024)* Disfranchised GT2*~~add 75 lbs.~~"

In GT3 Spec Lines, Engines - MAZDA, Engine Family 13B Peripheral Port, change as follows:
Weight: "*(Effective 11/1/2024)* ~~2350~~ *2275*"
Notes: "*(Effective 11/1/2024)* Disfranchised GT2*~~add 75 lbs.~~"

2. #36517 (Derrick Ambrose) 2024 Mazda 3 TC request for GT3
In GT3-TCR Spec Lines, Mazda, classify 3TC as follows:

TCR - MAZDA

Make	Model	Trans	Power Level	Weight (lbs)	Notes
3TC (Effective 11/1/2024)		*6 Speed*	*one*	*2950*	*Must conform to all 2024 TC Car specs. Must use any make DOT tire.*

GTL

1. #36324 (Erik Madsen) Request to Include Toyota GR86 in GTL
In GTL Spec Lines, Cars - Toyota, classify GR86 as follows:

GTL Cars -TOYOTA

Model	Years	Body Style	Drive-line	Wheelbase (in)	Notes
GR86 (Effective 11/1/2024)	*2021-2023*	*2dr*	*RWD*	*101.3*	

2. #36325 (Erik Madsen) Inclusion of Modified Spec Miata for GTL competition
In GTL Spec Lines, Cars - Mazda, classify=Spec Miata as follows:

GT3 Cars - MAZDA

Model	Years	Body Style	Drive-line	Wheelbase (in)	Notes
Spec Miata (Effective 11/1/2024)	*1990-93 1994-00 2001-05*				*All Models and years Must use Legal Spec Miata engine including legal Spec Miata intake system.*

3. #36428 (Erik Madsen) Include Mazda MX5 RF 2017- in GTL
In GTL Spec Lines, Cars - MAZDA, classify MX5 RF as follows:

GTL Cars -MAZDA					
Model	Years	Body Style	Drive-line	Wheelbase (in)	Notes
MX5 RF (Effective 11/1/2024)	*2017-*			*91.0*	

Improved Touring
None.

Legends Car
None.

Production
1. #36518 (Darryl Saylor) 1275 HP Spridget Level 2 Only
In HP Spec Lines, Austin-Healey Sprite MkI, II, III, IV MG Midget (ALL) - Level 2 - 1275cc, change Notes as follows:
"*(Effective 11/1/2024)* Compression ratio limited to ~~11~~*12*.0:1"

In HP Spec Lines, Austin-Healey Sprite MkI, II, III, IV MG Midget (ALL) - Level 2 - 1098cc, change Notes as follows:
"*(Effective 11/1/2024)* Compression ratio limited to ~~11~~*12*.0:1"

Spec Mazda (SM/SMX)
1. #36496 (Paul Gauzens) SMX Camera Rule Correction
In GCR, Section 9.1.7.1.D.21., change as follows:
"Cars running in Spec MX-5 must have a functioning video recorder/camera during all qualifying and race sessions as described in 9.3.11. Upon request by an SCCA official, competitors must provide their video recording/data, which may be used by the SCCA for any purpose including but not limited to rule enforcement and marketing. Failure to comply with a video request from an official, or having a non-functioning video recorder/camera ~~may~~ will be grounds for penalty or disqualification."

2. #36556 (Spec Mazda (SM/SMX) Committee) AIM ECU Protocol
In GCR, Section 9.1.7.1.D.20., add the following:
"*e. All cars must run the latest AIM Data Logger Spec MX-5 ECU Protocol.*"

9.1.7.1 SPEC MX-5 (SMX)

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. PURPOSE AND INTENT

Spec MX-5 (SMX) is based on four pillars: affordability, reliability, tech-ability, and fun to drive, the (SMX) Spec MX-5 car provides the membership with the opportunity to compete in similarly prepared, low cost, 2006-2015 production-based MX-5 car with limited modifications, intended to help deliver the most fair and competitive racing competition in SCCA Road Racing

B. CLASSIFIED CARS AND WEIGHTS

2006-2015 production-based MX-5
Cars are to be weighed with the driver and required ballast.

C. AUTHORIZED MODIFICATIONS

Only the left-hand drive, North American-version of the 2006-2015 Mazda MX-5 convertible & power retractable hardtop (PRHT) are eligible. The original *OE* vehicle identification number (VIN) stamped on the firewall must correspond with the model year automobile as classified. VIN plates or stampings must remain in place, with the firewall VIN taking precedence.

A Mazda Factory Shop Manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/ or Internet access to manufacturer sponsored web-based databases that is readily accessible at time of inspection. The manual is intended to aid scrutineers in identifying parts and the configuration of the automobile.

The items outlined in this VTS document represent the only modifications and safety items permitted and/or required on Spec MX-5 vehicles other than safety items as required in SCCA's current GCR Section
9. Parts and components may not perform an unauthorized function (i.e. Modifications must be stated as authorized or cannot be done).

If the Mazda Factory Manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is permitted in these rules. Compliance will be determined by comparison to new or like parts and/or the parts compliance measurement listing delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be comply with stated standard dimensions. It is permitted to use industry standard procedures to repair damaged components.

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

D. VEHICLE TECHNICAL SPECIFICATIONS (VTS)

1. Vehicle Weight

a. The minimum vehicle weight with driver is 2,525.0 lb.

2. Ballast

If ballast is required to meet the required minimum weight, it must be added as follows:

a. A ballast base plate must be securely mounted using the *factory OE* passenger seat mounting bolt holes and bolts. Any number of additional segments of ballast may be attached to the base plate.

b. Each segment of ballast must be fastened to the base plate with a minimum of two (2) one-half (1/2) inch bolts/studs and positive lock nuts of SAE Grade 5/ Metric 8.8 or better and must utilize large diameter, load distributing washers. In lieu of positive lock nuts it is permitted to positively thread the additional segments of weight into the base plate.

c. Holes are not permitted to be drilled in the floor pan to mount ballast.

3. Chassis

a. Towing eyes per SCCA's current GCR Section 9.3 are required. There must be an arrow that strongly contrasts with the vehicle paint scheme pointing to each tow eyestrap.

b. *All cars must use the front subframe PT# - NE51-34-800C*

c. *All cars must use the rear subframe PT# - NE51-28-800B.*

d. *OE* strut tower brace is required; it is comprised of three (3) components; see Table 1 for part numbers.

e. An engine to fender brace located on the passenger side of the engine bay may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions – see Table 1 for allowed modifications. (Mazda Motorsports PT# 0000-07-5600)

f. Disabling or removing of the door locking mechanism must be performed.

g. To facilitate frequent lifting of the vehicle, a 3/4" boxed tube not to exceed 12" long may be added under the rocker panel inboard of the factory pinch weld flange on each side of the vehicle.

h. Convertible tops/power retractable hard tops (PRHT) and attaching hardware must be completely removed.

i. All chassis, structural, and electrical repairs, if performed, must be in conformity with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or permitted by these rules, no reinforcement (e.g., seam welding, material addition, etc.) is permitted.

j. Removal of excess wiring is permitted provided it serves no other purpose and does not splice or interrupt the *OE* harnesses. Removal of the following systems is permitted: audio equip- ment; power seats; airbag/supplemental restraint systems components; heated seats; interior lighting; power windows; and power door locks. (No additional wiring may be added except as permitted in other sections - e.g., Section 16: Electrical Equipment.)

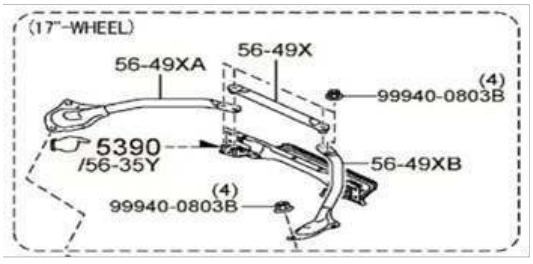
Table 1: Strut Tower Brace Parts

Description	Mazda Part #
Right Side of Strut Tower Brace	NE57-56-48X
Left Side of Strut Tower Brace	NE57-56-49X
Center Section of Strut Tower Brace	NE57-56-48ZA

k. A hole is permitted to be drilled in part #'s NE57-56-48X and NE57-56-49X to allow for access to the shock adjuster screw is permitted (it is recommended that the hole not be larger than 15mm); NE57-56-48X may be modified in order to allow room for the engine passenger side engine brace; no other modifications or other braces are permitted.

l. MX-5 donor chassis with originally equipped with 16" *OE* wheels require installation of *OE* strut tower brace (part # NE57-56-35XA).

m. To facilitate engine bay air flow for cooling purposes it is permitted to remove the section outlined below in red from *OE* PT# NE57-56-35XA. Block-off plates must be installed at the fresh air vent for the HVAC module at the firewall under the cowl to isolate driver compart- ment from engine compartment.
(FIREWALL BLOCKOFF PLATE 0000-07-5832) No additional modifications are permitted.





4. Body

a. Interior and exterior door handles are required to remain operable. Alternate interior door handles or cord/strap are permitted.

b. The driver's and passenger's side inner door structural panel may be removed to fit the cage.

c. The stock side impact/anti-intrusion beam must not be modified or removed.

d. Door locking mechanisms must be disabled or removed.

e. A minimum of two (2) of the brake lights must be in working order per the current GCR Section 9.1.

f. The two (2) *OE* unmodified, external mirrors for the correct the Mazda MX-5 (left and right) are required; they must be mounted in stock location and may not be modified.

g. *OE* interior rearview mirror or an aftermarket rearview mirror must be used.

h. 2006-2015 MX-5 bodywork may be updated or backdated, *OE* body parts only. (This includes Mazda *OE* accessory body parts such as trunk lid spoiler, side skirts, front air dam.)

i. Mazda Motorsports' fiberglass headlamp replacements may be used; (See table 2)

no modifications or substitutions are permitted; exceptions: painting, covering, and wrapping.

Table 2: Headlamp Replacement Covers

Model Year	Mazda Part #	Description
2006-2008	0000-07-5818-LT	Left Side
2006-2008	0000-07-5818-RT	Right Side
2009-2015	0000-07-5819-LT	Left Side
2009-2015	0000-07-5819-RT	Right Side

j. Lexan windshield may be used in place of the stock windshield. (Mazda Motorsports PT# - 0000-07-5101-5S)

k. Windshield clips per current GCR Section 9.3 windshield clips are recommended.

l. Hood and trunk pins or clips are permitted. Factory hood and trunk latches must remain intact and operational and may not be removed, disabled or altered.

m. Front under hood weather strip must remain intact PT#- NE51-56-750

n. Rear under hood weather strip must remain intact PT#- NE51-56-760

o. Modification of release cables is permitted to facilitate external pull/opening straps/pulls/cords.

p. A radiator screen of 0.125" minimum stainless-steel mesh may be added in front of the radiator.

1. The screen must be a single layer and must be installed to the bumper cover and or grill and be contained entirely within the bodywork of the vehicle.
2. Tape may be applied to the mesh screen.
3. The *OE* grill must remain intact.

q. It is allowed to apply roll bar padding to the crash support bar (52-070) located behind the front bumper to prevent damage to the bumper.

r. Front and rear fender lips may be rolled to prevent tire damage.

s. Front *OE* fender liners must be intact and unmodified, except for what is allowed in section 13. J regarding brake ducts. Repairs due to on-track damage is allowed so long as it serves no other purpose.

t. OE fog lights lens/glass must be removed. This will allow for the installation of brake duct kit (Mazda Motorsports' part # 0000-03-5301-NC.) The remaining opening from the fog light lens must either be blocked, or a connection must be made from the fog lamp opening/hole in the bumper fascia to a brake duct attached to the hub.

u. Side marker lenses may be removed, and holes may be covered.

v. OE hard top or the unmodified Mazda Motorsports hard top (part # 0000-07-5901-CC) are permitted.

w. PRHT chassis cars must trim the finish panel with the 3rd brake light to fit one of the approved hard tops.

1. Hhardtops may be painted or wrapped.
2. *OE* hard top latches must be removed and replaced with positive fasteners.
3. The front of the hard top may attach to the upper windshield bar of the roll cage.
4. It is permitted to run one single piece of racer tape to cover the leading edge of the after- market hard top where it meets the factory windshield frame.

5. Openings beneath the hard top seal to the body are not permitted. The hard top must be securely mounted to the body of the vehicle and perform no other purpose.
6. Body repair must be performed to maintain stock body contours, lips, profiles, etc. body repair modification must not increase clearance.

x. To improve driver's exit through the window area, the driver and passenger vent window and vent window supporting frame may be removed as an assembly.

1. Vent windows may be modified to accept fresh air ducting.

y. *OE* radio antennas may be removed. Antennas for two-way radios may be added.

z. Insulation & undercoating may be removed.

aa. All cars must run with both the front door windows fully open (i.e. fully down).

5. Cockpit / Trunk

a. All interior trim components such as carpets, seats, cargo bins, seat belts, floor mat, firewall insu- lation/blanket, sound deadener patches, undercoating, radio systems, speakers, dome lights, grab handles, sun visors and their insulating and attaching materials, must be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

b. It is permitted to install a radio replacement panel.

c. The outer edges of the dashboard may be cut the minimum amount required to install the roll cage.

d. Air bag systems must be disarmed and must be removed.

e. It is permitted to remove all components of the cruise control system.

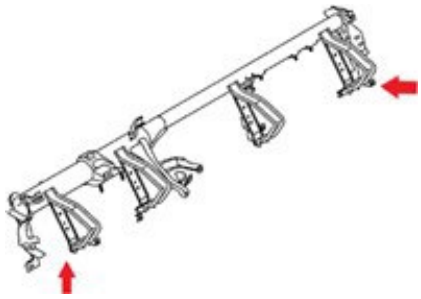
f. The top portion of the door panels containing the door latch release handle must remain intact.

g. The lower portion of the door panels must be removed for installation of the roll cage. Gutting of the door may not go outside of the factory seal.

h. The door window glass and window operating mechanisms must be removed.

i. The *OE* dashboard and its attaching hardware and brackets must be retained.

j. For installation of required safety equipment, however, it is permitted to modify the *OE* dash bar, so long as it is outboard of the first dash support brackets (illustration below). Modification of the first dash support brackets, nor inboard from them, is not permitted. The *OE* dash bar must be securely mounted.



k. The HVAC control module located under the dash may be removed together with the following: blower motor, evaporator core, heater core and associated ducting. Once removed it is permitted to block the blower inlet passage on the firewall.



HVAC Control Module

l. All openings between the driver/passenger compartment and the trunk / gas tank area that include the filler tube & fuel tank vent must be filled completely with a metal bulkhead that is securely mounted (E.G. nuts/bolts, nut-serts, rivets). This shall close the

entire trunk from the driver/ passenger compartment and comply with current GCR Section 9.3.

m. Mazda Motorsports' finish panel trim kit (part # 0000-07-5822) may be used to create the required bulkhead above

n. It is permitted to remove the driver's side factory seat mounts, but not the floor pan.

o. It is permitted to remove the horn and all associated horn related components.

p. *OE* driver's seat must be replaced with a one-piece bucket-type race seat per current GCR Section 9.3.

q. The passenger seat must be removed.

r. Any steering wheel except wood rimmed types may be used.

s. Any shift knob may be used.

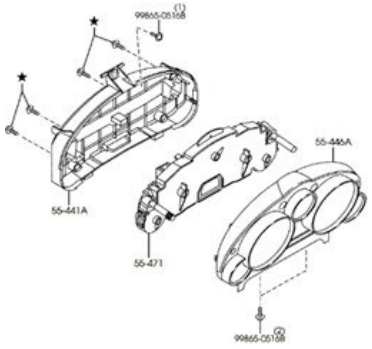
t. The air conditioning equipment located in the engine compartment (AC compressor assembly, associated lines/dryer and the condenser) must be removed.

u. Alternate gauges and instruments may be added. The original instrument cluster must remain connected and functional However, it may be relocated to allow the mounting of an aftermarket dash such as an AiM. The wiring to relocate the dash may not be cut or extended, it may only be re-routed. The remainder of the dashboard or panel must remain intact.

v. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver; relocation of mounting points is not permitted.

1. Dead pedal/footrest and heel stop may be added.

w. Instrument clusters must be unmodified *OE* parts .



x. Two-way radios may be used.

y. Alternate means of windshield defrosting is permitted

6. Engine Modifications

6.1. General

a. No modifications to the engine are permitted, except where specifically authorized within these rules. This includes but is not limited to: all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems.

b. All systems, unless otherwise stated, are subject to test procedures and must conform to *OE* specifications as stated in the Mazda Factory Service Manual.

c. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.

1. No balancing, blue printing, lightening, polishing or other modification of moving parts of the engine is permitted.

2. All parts in the engine must be *OE* parts unless specified in this rule set.

3. For all Mazda part numbers in these specifications, superseding part numbers are consid- ered equivalent.

d. Compression ratio for 2.0L engines must be 11.00:1; calculated using the official Spec MX-5 calculator.

6.2. Engine Block

a. The engine block may be decked or milled to achieve the class specified compression ratio. Honing of cylinders is permitted to *accommodate piston clearance so long as* a maximum standard diameter *is not exceeded* shown in Table 3.

b. The cylinders may be bored *to accommodate* piston clearance requirements *so long as* maximum permitted overbore diameter *is not exceeded* shown in Table 3 below.

Table 3: Piston Sizes

Piston	Part #	Bore Diameter Max
Standard	0000-01-5310	87.6046mm (3.449”)
Allowed Overbore (.020)	0000-01-5310-OS	88.1126mm (3.469”)

c. It is not permitted to overbore a single cylinder; all cylinders must be bored equally.

d. Sleeving of cylinders is not permitted.

6.3. Crankshaft

a. *OE* Mazda MZR 2.0L (2009-2015) manual transmission crankshaft (part # LF9G-11-301) must be used with no modifications except for machining or polishing polishing and/or machining of the bearing surfaces to allow the use of main and rod bearings as permitted in Table 4 below.

Table 4: Crankshaft Measurements		
easurement	iameter	Diameter

b. *OE* crankshaft (Mazda part # LF9G-11-301) must weigh a minimum of 31.75lb.

c. Maximum permitted stroke is as follows: 3.27” / 83.1mm

d. Shot peening is prohibited.

e. Bearings

1. Main and rod bearings must not be modified; coatings are not permitted.
2. *OE* bearings are permitted.
3. The only bearing sizes permitted other than *OE* are listed in see Table 5.

Sizes				
Bearing Type	Minimum Bearing Width	Minimum Bearing Thickness	Minimum Bearing Weight	Part #
Main Bearings (Standard H)	.630”	0.097”	N/A	0000-01-5215-MB
Main Bearing (Standard HX)	.630”	0.097”	N/A	0000-01-5216-MB
Rod Bearings (Standard H)	.630”	0.057”	28g	0000-01-5213-RB
Rod Bearing (Standard HX)	.630”	0.057”	28g	0000-01-5214-RB

f. The crank trigger must not be modified; it must be installed per the Mazda Factory Service Manual.

g. *OE* crank pulley/balancer (Mazda part # LF94-11-400) must not be modified and must be installed per the Mazda Factory Service Manual.

h. Knife edging of the crankshaft is not permitted.

i. Modifications to the crankshaft counterweights are not permitted.

j. Coatings, REM or metal treatments of any kind are not permitted.

k. Alternate shifter bushing located at the bottom of the shift lever is allowed.

6.4. Connecting Rods
a. *OE* Mazda MX-5 (2009-2015) manual transmission unmodified connecting rods (part # LF9G- 11-210) must be used. Connecting rod weight with cap and bolts must not be less than 530 grams.

6.5. Pistons
a. Mazda Motorsports' competition pistons (standard bore part # 0000-01-5310; oversized part # 0000-01-5310 OS) are required; no modification is permitted.
b. The minimum weight of the piston, less wrist pin and hardware, must not be lighter than 290 grams.
c. Mazda Motorsports' competition wrist pin (part # 0000-01-5310-PN) must be used.
d. The minimum weight of the wrist pin must not be lighter than 80 grams.
e. Modification of the piston ring end gap width is permitted.

6.6. Cylinder Head
a. Mazda Motorsports' competition cylinder head (part # 0000-01-5300) must be used; no modi- fications to the cylinder head are permitted outside of the gasket face surface outlined below in Table 6.
b. Intake runner CC volume is 182cc +/- 1cc.
c. Exhaust runner CC volume is 114cc +/- 1cc.
d. Combustion chamber volume may not be below 41cc.
e. The gasket face of the cylinder head may be resurfaced provided the maximum allowed compression ratio is not exceeded.
I. Surfacing of the head gasket surfaced must be in a flat plane.
II. Cylinder head gasket surface distortion may not exceed .010mm or 0.004".
f. The minimum height of the cylinder head as measured must be at least (TBA)
g. The following head gaskets in Table 6 below are permitted; no other gaskets may be used.

Table 6: Head Gasket Measurements

Description	Thickness	Mazda Part #
OE Gasket	0.017" approximate crush depth	L3G2-10-271A
Competition Gasket	0.55mm (0.021")	0000-01-5319-21
Competition Gasket	0.75mm (0.030")	0000-01-5319-30
Competition Gasket	1.0mm (0.040")	0000-01-5319-40
Competition Gasket	1.3mm (0.051")	0000-01-5319-51

6.7. Camshaft and Camshaft Timing
a. Camshafts must not be modified; see Table 7 for *OE* camshaft part numbers.

Table 7: Camshaft part numbers

Description	Mazda Part #
Intake Cam	L3E3-12-420
Exhaust Cam	L309-12-441B

b. Camshaft and crankshaft sprockets must not be modified; see Table 8 for part numbers.

shaft Sprocket Part #s	
	t #
	4X0C
	425

c. Cam timing must not be altered; chain must be installed as stated in the Mazda Factory Service Manual.

d. *OE* timing chain (Mazda part # LF7A-12-201) is required; no modification is permitted.

e. *OE* timing chain components must be used; see Table 9 for Mazda part numbers.

Table 9: Timing Chain Guide Part #s	
Description	Mazda Part #
Fixed Guide	LF01-12-614
Tensioner Guide	LF01-12-671

6.8. Valves

a. *OE* valves must not be modified (including reshaping); see Table 10 for Mazda part numbers.

e 10: Valve Part #s	

b. Valve location or angle must not be moved.

c. Valve guides may not be replaced.

d. Valve job measurements must be as follows:

1. Intake 35 top 45 seat 65 bottom 77 bottom seating angle width is 1.0mm
2. Exhaust 40 top 45 seating to radius seating angle width 1.2 mm.
3. Valve stem installed height must be per the Mazda Factory Service Manual.
4. Valve stem seals must be *OE*.

6.9. Valve Springs

a. Mazda Motorsports' competition valve springs (part # 0000-01-5319-SP) are required.

6.10. Intake Manifold

a. *OE* intake manifold (Mazda part # LF9G-13-130B) is required; no modification is permitted (e.g., no material may be added or removed; no painting or coating on the exterior or interior permitted).

b. All air entering the engine must pass through the throttle body and metered by the mass airflow sensor.

c. Removal of these factory EGR components is permitted: Valve, crossover pipe, coolant lines (EGR DELETE KIT 0000-06-5447)

d. If factory EGR components are removed, the following ports must be blocked:

1. Intake manifold cross over pipe port.
2. Cylinder head cross over pipe port.
3. EGR valve port on back of cylinder head.

6.11. Intake System

a. Cars must replace *OE* air box with the Mazda competition cold air intake kit (part # 0000-06- 5150-KT); no modification (e.g., ducting or baffling of air, venturi cones) to the cold air intake kit is permitted.

b. No alteration to the intake tube length, diameter, or shape is permitted.

c. The air filter supplied in the Mazda Motorsports competition cold air intake kit may be refreshed

with the Mazda Motorsports' competition air filter (part # 0000-06-5204).

6.12. Fuel System

a. Fuel must comply with SCCA GCR section 9.3.25

b. *OE* fuel pump (Mazda part # LFG1-13-350) is required; no modification is permitted.

c. It is permitted to remove the unleaded fuel restrictor from the filler neck. (GCR 9.3.26)

d. Mazda Motorsports' competition fuel rail that includes fuel pressure gauge, and fuel sampling test port and hose kit (part # 0000-06-5207) is optional.

1. Fuel pressure sensor integrated into the required AIM data acquisition system is required. It must be operational and able to be viewed when pulling a competitor on track data.
2. The addition of a switch or jumper located in the under-hood fuse box is allowed to acti- vate the fuel pump. This modification may serve no other purpose.
3. One operational fuel sample test port is required. Fuel sample test ports shall be made from dry break fuel rated quick disconnects. No other style of fuel sample test port is allowed (e.g., Schrader valves).
4. No other modifications permitted.

e. *OE* fuel pressure regulator (Mazda part # LFB6-13-280) is required.

1. Vehicle must run between 54 and 63 PSI of fuel pressure.

f. *OE* injectors (Mazda part # L3G5-13-250) are required; no modification is permitted.

1. Flow rates for the injectors must fall within the factory tolerance of 204-216ml (204-216 cc, 12.5-13.1 cu in/minute).

6.13. Lubrication System

a. *OE* engine oil filter is required; no substitutions permitted.

b. OE oil pump PT# L310-14-100J is required and no modifications are permitted.

c. Mazda Motorsports' competition oil cooler adaptor kit with lines (part # 0000-01-5100KT) is required; no modification is permitted.

d. Oil pressure sensor integrated into the required AIM data acquisition system is required. It must be operational and able to be viewed when pulling a competitor on track data.

e. Oil and lubricants are unrestricted.

6.14. Engine Control Unit (ECU)

a. Reference penalties for non-compliance of the Spec ECU flash in Section 21 below. Modifica- tion or attempted modification of the Spec ECU flash will result in a 12-month suspension from competition and $1,000.00 fine.

b. Mazda Motorsports' competition ECU (part # 0000-01-5379) is required; serial number must be visible; external or internal modification is not permitted.

c. ECU calibrations and inputs must not be modified.

d. *OE* engine electrical harness (part # NH18-67-020A) is required; no modification is permitted.

e. OBDII diagnostics port must be operational in all cars.

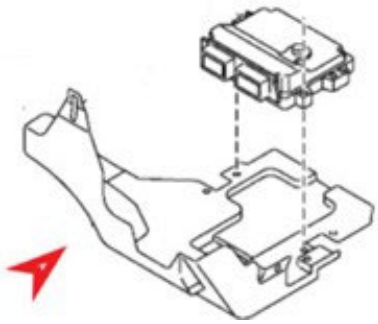
1. The check engine light must be operational and perform the function test at start up.

2. The OBDII port must be available at all times (including during the race) for tech officials to install test equipment as necessary.
3. If a competitor uses the OBDII port to power any type of data acquisition system, he/she would be responsible for providing the splitter cable to plug in both units or unplug the data acquisition system.

f. Instrument panel clusters must be operational and unmodified *OE* parts.

g. Temporary data acquisition devices may be installed by the sanctioning body for technical compliance.

h. Removal of Mazda ECU insulator PT# LFG1-13-3C1 is permitted (diagram below)

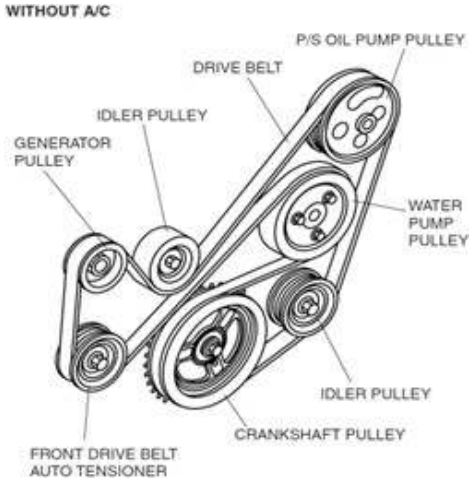


6.15. Miscellaneous

a. The factory air conditioning system and all associated lines, compressor, condenser and evap- orator must be removed.

1. Once the AC compressor is removed, the *OE* AC pulley delete kit (Mazda part # LF17-15- 940E) is required.

b. Serpentine belt Gates PT# 6PK-2170 or same size equivalent is required.



7. Exhaust

a. *OE* exhaust manifold and *OE* heat shield must be replaced with Mazda Motorsports' competi- tion part # 0000-06-5407-NC; no modification is permitted (e.g., internal or external wraps, coatings, paints, metal treatments, thermal barriers etc.).

b. *OE* exhaust system must be replaced with Mazda Motorsports' competition part # 0000-06- 5427-NC; no modification is permitted (e.g., internal or external wraps, coatings, paints, metal surface treatment, thermal barriers etc.).

c. The forward oxygen (O2) sensor (*OE* Lambda Sensor) must remain in the factory location and in full working order. Mazda Motorsports' competition O2 sensor installation kit wiring extender (part # 0000-10-5320) is permitted.

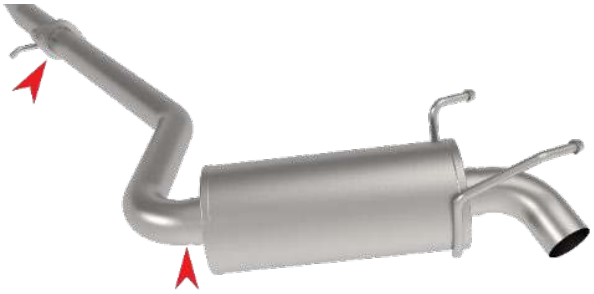
d. The secondary post catalytic oxygen (O2) sensor must be removed.

e. Heat shielding

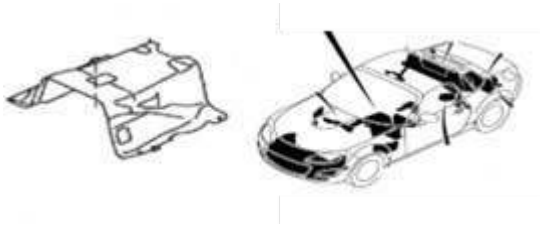
1. *OE* heat shield protecting ABS unit from header may not be removed or modified.

2. *OE* muffler heat shield may not be removed or modified.

3. It is permitted to wrap the exhaust pipe from the mid connection flange to the muffler. *(see red arrows in picture below)*



4. Use of heat shielding material on transmission tunnel to replace *OE* heat shielding is permitted. *OE* heat shielding must be removed from transmission tunnel. *(see diagram below)*



8. Cooling System
(cooling system checklist)

a. Mazda Motorsports' competition radiator and oil cooler assembly (part # 0000-01-5504-CR) is required (e.g., *OE* is not permitted).
b. The radiator using the *OE* mounting brackets must be installed in its original location.
c. The oil cooler may not be moved or altered from the pre-assembled mounting location.
d. Radiator ducting may be placed on each side of the radiator tanks and the undertray to force air through the radiator fins. The gap between the top and sides of the radiator may be sealed but shall not perform any other function.
e. The unmodified *OE* cooling fan must be maintained in full working order and mounted in the stock location. Axillary control of the radiator cooling fan may be added to activate the fan independent of the ECU, *OE* control of the fan must remain intact.
f. Thermostats may be modified, removed or replaced.
g. The *OE* water pump (Mazda part # 1F70-15-100) is required; no modification is permitted.
h. The *OE* water pump pulley (Mazda part # L327-15-131) is required; no modification is permitted.
i. Engine cooling system hoses and clamps may be substituted.
j. *The heater* core may be removed along with HVAC evaporator core including all associated hard pipes and hoses. This is to include *OE* water to oil cooler lines as well as throttle body coolant lines. (Rear coolant pipe 0000-01-5514, bottom coolant pipe 0000-01-5515)
k. The *OE* engine coolant expansion tank may be replaced with any aftermarket part but and must not serve another purpose.

9. Clutch, Pressure Plate and Flywheel

a. Vehicle may use any combination of the options listed in Table 11 below.

Table 11: Clutch Component Part Numbers	
Description	Mazda Part #
Mazda Factory Clutch Disc	LF05-16-460A
ACT Sprung Clutch Disc	0000-02-5420-AC
ACT Pressure Plate	0000-02-5405-AC
ACT Clutch and PP Kit	0000-02-5004-G6
Mazda Factory Pressure Plate	LF04-16-410A

b. The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel.

c. *OE* flywheel (Mazda part # LF9G-11-500) is required. Factory Service Manual resurfacing specification is permitted; no other modification is permitted.

d. Alternate clutch lines are permitted but must not serve another purpose.

e. Clutch components must adhere to the minimum weights listed in Table 12 below:

Table 12: Clutch Component Part Numbers	
Description	Minimum Weight (lb.)
Clutch disc	3.5
Pressure Plate	9.4
Flywheel	15.80

10. Transmission

a. *OE* 2006-2015 6-speed gearbox and 4.10 final drive ratio are required.

b. No modification of the internal parts and ratios are permitted except the installation of the unmodified parts contained in the Mazda Motorsports MX-5 transmission upgrade kit (part # 0000-02-5700).

c. Mazda Motorsports Competition gear set 0000-02-6000 is allowed. Gear ratios are as follows: 1st - 3.82; 2nd - 2.26; 3rd - 1.64; 4th - 1.18; 5th - 1.00; 6th - 0.83/0.79. There are two (2) production 6th gears; either one is permitted.

d. Alternate shift knobs are permitted.

e. Nomex or aftermarket fireproof shift boots are permitted. Removal of the factory rubber shift boot is not permitted.

f. No treating, coating, polishing or modification of any transmission or components are permitted.

g. Fluids and/or lubricants may be substituted with any lubricant.

h. Updating or backdating of transmissions from 2006–2015 is permitted; unmodified *OE* shifters must be retained. The use of short throw shifters is prohibited.

i. An single inspection hole (not to exceed 1.5" in diameter) in the bottom of the bell housing is permitted for the sole purpose of technical inspection of the flywheel. It is permitted to plug or tape over the at hole.

j. Transmission cooler(s) are permitted.

11. Differential

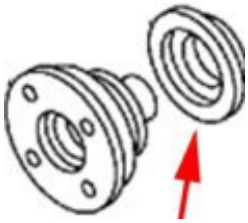
a. Only the Following differentials are allowed.
   1. Mazda Motorsports, unmodified, Torsen limited slip differential – 0000-02-5564
   2. *OE*, unmodified, limited slip differential - Mazda part # MS03-27-200B
   3. *OE*, unmodified, open differential are permitted.

b. RX-8 differential mounting bracket (Mazda part # F151-39-730B) is permitted.

c. Mazda Comp diff bushings 0000-04-5510 is permitted (MX-5 diff mount)

d. Polishing, metal treatment or coating of differential or axle components are not permitted.

e. Removal of metal/rubber isolator on the pinion flange is permitted.



f. Differential cooler(s) are permitted.

12. Suspension and Steering: Suspension

Modifications are limited to the addition of the Mazda Motorsports Spec MX-5 kit; details are as follows (including all modifications permitted):

a. OE control arms are required; no modification is permitted.

b. Mazda Motorsports' TSB MX-5-002 must be followed re: the rear shock thread protector found in the "Spec MX-5: Four Pillars" page on MazdaMotorsports.com. The thread protector must measure 1.250". (The TSB will not be applicable to the supply from Mazda Motorsports received after 7.15.2020 as they will have the updated thread protector.)

c. Anti-roll bar links may be replaced with Mazda part # 0000-04-5597-KT
   1. Cockpit adjustability is not permitted.

d. Mazda Motorsports' competition sway bars are required, mounting guidelines:
   1. Metal shims up to 1/8" total thickness are permitted between each anti-roll bar mount shackle and the stock mounting point on the chassis.
   2. One end of the sway bar(s) may be disconnected as a suspension tuning aid.
   3. The bar must remain in place and be solidly attached to the suspension on one end.
   4. Sway bar end links must be installed on the unmodified stock attachment points.

e. Camber, caster, and toe are unrestricted within the limits of the unmodified factory adjust- ments in conjunction with Mazda Motorsports front offset bushing (part # 000-04-5407-NC).

f. Minimum ride height is unrestricted.

g. Nuts & bolts may be replaced by similar items performing the same fastening function(s).

h. Relocation or reinforcement of any suspension parts or mounting points is not permitted, with the following exceptions:
   1. Addition of spacers or washers on a horizontal plane is permitted at the rear lower shock mount to the spindle per the shock installation instructions.
   2. Updating to RX-8 rear toe link and rear trailing arm is permitted. See Table 13 below.

Table 13: Permitted RX-8 Trailing Arm and Toe Link Part #s

Description	Mazda Part #
RX-8 Trailing Arm	F189-28-200A
RX-8 Toe Link	F189-28-45XA

i. *OE* power steering pump with pulley (Mazda part # NE51-32-650D) is required; Mazda Motor- sports Power steering flow restrictor PT#- 0000-04-5532 is permitted; no other modification is permitted.

j. *OE* power steering rack (Mazda part #: NE51-32-110C) is required; no modification or reloca- tion is permitted.

k. Factory power steering reservoir may be replaced.

l. Wheel center caps must be removed.

m. All chassis, structural and electrical repairs must follow factory procedures, specifications, and dimensions as described in the applicable service manual. Reinforcement (e.g., seam welding, material addition, etc.) is not permitted.

n. Steering lock mechanisms must be removed.

o. The distance from the outside of the wheel rim to outside of the opposing wheel rim for both the front and rear of the vehicle must not exceed 69.5".

I. The distance Measurement is obtained by measuring the distance between the wheel lips by going through the wheel spokes at the bottom of the wheel at its widest point via tape measure. (Measure the outside wheel lip of one wheel to outside wheel lip of the other wheel on same axle.)

p. Mazda Motorsports' competition rear toe link (part # 0000-04-5426) is permitted; no modification is permitted.

q. Mazda Motorsport's Spec MX-5 Suspension Kit includes the items set forth in Items in Table 14. seen below are components within this kit. No substitutions or modifications of parts are permitted. The unmodified kits must be used in their entirety, except as specified.

Table 14: Spec MX-5 Suspension Kit (All parts are required; no modification is permitted.)

Description	Location	Mazda Part #
Shocks	Front	0000-04-5291-SA
	Rear	0000-04-5292-SA
Springs	Front	0000-04-9700-08
	Rear	0000-04-9400-07
Helper Springs	Front/Rear	0000-04-9926
Front Penske Mount Kit	Front	0000-04-5359
Rear Penske Mount Kit	Rear	0000-04-5358
Sway Bar Kit	Front and Rear	0000-04-5306-EB
Offset Bushings	Front	0000-04-5407-NC

13. Hubs

a. *OE* RX-8 front hub (Mazda part # F189-33-04X) may be substituted in place of the *OE* Miata 2006-2015 front hub.

b. Mazda Motorsports' competition RX-8 rear hub upgrade kit (part # 0000-04-5811-KT) may be substituted in place of the *OE* MX-5 rear hubs; this unmodified kit must be used in its entirety.

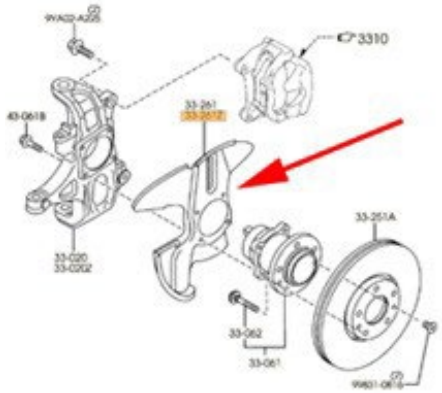
c. OE RX-8 rear uprights, bearings, hubs, and hybrid axel may be used in place of OE MX-5 parts.

14. Brakes

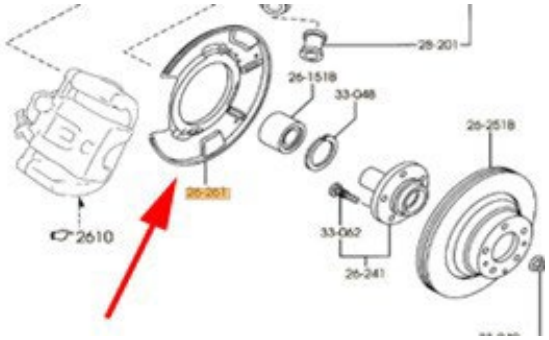
a. *OE* brake rotors must be used and adhere to the specifications below in Table 15.

Table 15: Brake Rotor Dimensions		
Location	Diameter	Notes
Front	290mm (11.4”)	Vented
Rear	280mm (11.0”)	Solid

Front backing plates/dirt shields may be removed.
(see see red arrow in diagram below)



b. Rear backing plates/dirt shields may be removed.
(see red arrow in diagram below)



c. Brake lines may be replaced with competition braided steel lines; option: Mazda Motorsports’ part # 0000-03-5212.

d. The Factory ABS system must remain intact, unmodified, and in full working order.

e. Brake slider pin may be used in either/both front location B25D-33-694. (This prevents a stuck sliding caliper due to the rubber grommet)

f. Parking brake mechanisms and actuating components may be removed.

g. Brake fluid is unrestricted.

h. Mazda Motorsports’ competition brake duct kit (part # 0000-03-5301) is permitted.

i. The forward vertical inner fender panels may be modified to fit the brake kit hose to the fog light openings but may not be modified to serve any additional purpose.

j. Mazda Motorsports’ competition brake pads are required; see eligible brake pad compounds in Table 16. No other brake pads

are permitted.

Table 16: Brake Pad part numbers		
Pad Style	Mazda Part #	Notes
Front Pad	0000-03-5104-SP	RST-3 compound
Rear Pad	0000-03-5116-29	RSL-29 compound

15. Wheels

The following unmodified wheel options below in Table 17 are permitted for use.

Table 17: WHEELS		
Description	Color	Mazda Part #
17x7" *OE* Wheel	Gun Metallic	99656-47070
17x7" *OE* Wheel	Silver	99656-77070
Mazda Motorsports' Competition MX-5 Wheel	Gun Metallic	0000-04-5706-GM
Mazda Motorsports' Competition MX-5 Wheel	Silver	0000-04-5706-SL

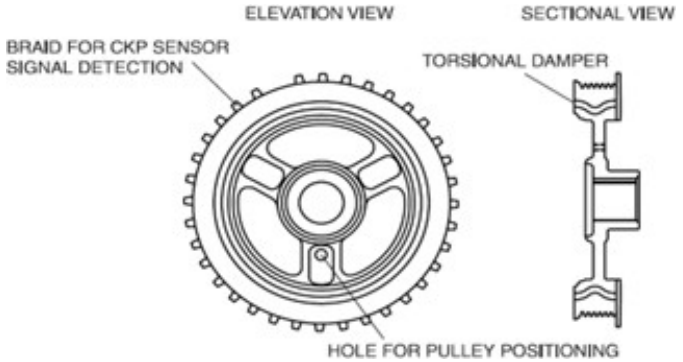
a. Wheels may be painted.
b. Aftermarket (any) wheel studs and lug nuts are permitted., provided that a minimum of two he threads must protrude beyond the lug nut with the wheel installed with a minimum of two (2) full threads showing; Wheel studs may not be gun drilled.
c. Wheel spacers are not permitted.

16. Tires

a. Dry tires: Toyo RR P235/40/ZR17
b. Wet tires: Toyo RA1 P235/40/ZR17.

17. Electrical Equipment

a. *OE* ignition coils (Mazda part # L3G2-18-100B) are required; no modification is permitted.
b. Mazda's competition spark plugs (part # 0000-10-R7IX-11) are required; no modification is permitted.
c. The crankshaft position sensor and crankshaft pulley relationship must be as specified in the 2006- 2015 MX-5 Factory Service Manual.



d. One of the two OE alternators (Mazda part # LF9H-18-300R-OA, L3P9-18-300D) is required; no modification is permitted.

e. The alternator must not be externally regulated or disabled in any way other than by the *OE* production ECU/wiring circuit and master kill switch.

f. The electronic control module (ECM) control circuit for alternator charging must be *OE* - unmodified and operational.

g. One of the two OE alternator drive pulley part # AJ51-18-W10 (60mm), Part# L813-18- W11(55mm) is required; no modification is permitted.

h. All sensors related to engine operating parameters must be used and must be stock, unmodi- fied Mazda parts for the correct year of the vehicle on which they are installed.

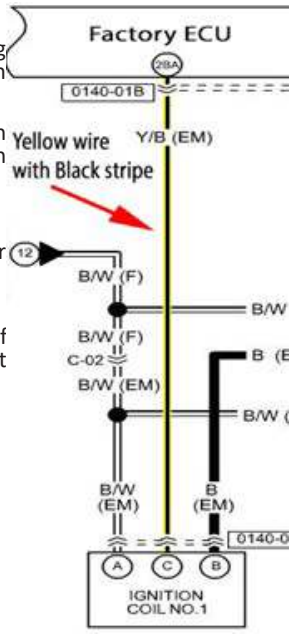
i. Any and all sensors and their respective locations, mounts, and wiring harness leads may not be altered except as elsewhere in this rule set. e Spec-MX-5 rules.

j. Any sensors required for non-*OE* gauges must be in addition to the Mazda sensors.

k. All alternate gauge and sensors must have independent wiring. Splicing, tapping, or altering of the factory engine wiring harnesses is prohibited with the exception of adding an aftermarket tachom- eter/shift light as follows:

1. It is permitted to splice into the yellow wire with the black stripe (pin 2BA - Ignition Coil 1 control circuit) in the engine harness to obtain the tachometer signal for an aftermarket tachometer or shift light.

2. Splicing must be done within 5" of the ECU.



l. Data acquisition's sensor(s) may be added, provided they do not require splicing or alteration to the factory engine wiring harness.

m. Batteries

1. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, and size, including lead acid or AGM.; lLithium batteries are not permitted.
2. Batteries must weigh no less than 18.0lb and no more than 35.0lb
3. Additional battery hold-down devices are recommended.
4. Battery MUST be moved from the original location to the passenger side in the upper trunk area in front of the tail lamp. This will require the use of a bulkhead that separates the driver / passenger compartment completely from the trunk and the battery location. See section 5.I for reference.

18. Roll Cage

a. Roll cage must adhere to SCCA's current GCR Section 9.4 for Touring 4 cars; with the following exceptions:

1. One tube not to exceed 1.75" in diameter may be added which extends from the door bars to the rocker panel on each side. The landing plate for this tube can be no longer than 5" in length. The landing plates must be centered between the front and rear landing plates for the lower NASCAR or X brace bar.
2. Main hoop mounting plates may be on multiple planes; however, they must not be greater than 19" on any side.

b. Playboy MX-5 Cup car cages manufactured by Racing Cages, Inc. with the official serial number plate on the main hoop are allowed to retain the lower door bar and two 3" attachment points to the rocker panel on both the driver's side and passenger side. No additional seam welding or lengthening of the original attachment points is allowed.

19. Safety

a. An electrical master ("kill") switch is required. See current GCR Section 9.3 Master Switch.

b. Vehicle must be equipped with a driver's restraint system meeting the specifications of current GCR Section 9.3 Drivers Restraint System.

c. Installation of a fire extinguisher or fire system is required. See current GCR 9.3 Fire System.

d. Vehicle must have a driver's side window safety net complying with current GCR Section 9.3 Window Safety Nets. Nets must be mounted to provide protection in the event the driver's door opens.

20. Data Acquisition

1 A technical evaluation process for cars is available from the Series. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline from the Series, or having non- functioning data, may be grounds for penalty or disqualification by the Series.

a. Vehicle must be equipped with *current generation* AiM data acquisition system *(configurable in Race Studio 3)* that *can provide* on track data to AiM race studio *3*. The data acquisition system may only read the OBDII/ECU data stream. It is not permitted to alter/manipulate data to and from the ECU. The AiM system may be utilized to trigger a switch I.E., cooling fans or diff cooler pumps but must be wired via a separate analog circuit.

Refer to Section 17: Electrical Equipment above for installation requirements.

b. The connection at the OBDII port for the AiM system may be made in either one of two ways:

1. Through a dedicated OBDII AiM adaptor.
2. By direct wiring to the back of the OBDII port within 3" of the ODBII connector.

c. Fuel pressure datalogging is required.

d. Oil pressure datalogging is required.

e. All cars must run the latest AIM Data Logger Spec MX-5 ECU Protocol

21. Mandatory Video Camera

Cars running in Spec MX-5 must have a functioning video recorder/camera during all qualifying and race sessions as described in 9.3.11. Upon request by an SCCA official, competitors must provide their video recording/data, which may be used by the SCCA for any purpose including but not limited to rule enforcement and marketing. Failure to comply with a video request from an official, or having a non-functioning video recorder/camera ~~may~~ will be grounds for penalty or disqualification.

22. Parts Confiscation

a. Tech officials may confiscate competitors' parts for the purpose of verification of tech compliance.

23. Penalties Clarification – *Non-Compliant Parts*

Level	Infraction	Penalty
1	Non-compliant modification to any of the spec parts, engine components, ECU/Elec- tronics or modification to the chassis.	May *suspend* the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 1 infraction carries a $1,000 fine.
2	Non-compliant modification to the suspen- sion or drivetrain outside of level one infrac- tions: engine, fuel system, charging system, exhaust, and intake system.	May *suspend* the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 2 infraction carries a $500 fine.

3	Use of an unauthorized or non-compliant part, engine component, ECU/Electronics or chassis or chassis part.	May *suspend* the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 3 infraction carries a $1,000 fine
4	Non-compliance (non-modification such as incorrect part)Use of an unauthorized or non-compliant for any of the suspension or drive- train part or component outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May *suspend* the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level *4* infraction carries a $500 fine

3. #36608 (Spec Mazda (SM/SMX) Committee) OE versus OEM Definitons
In GCR, Replace Section 9.1.7.1 Spec MX-5 (SMX) with the attached:

4. #36611 (Spec Mazda (SM/SMX) Committee) Shifter Bushing
In section 9.1.7.1.D.6.3., add the following:
"k. Alternate shifter bushing located at the bottom of the shift lever is allowed."

Super Production
None.

Super Touring
None.

Touring
None.

Fastrack news official SCCA member notification
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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Bakinowski vs. SOM COA Ref. No. 24-15-SE
August 2, 2024

FACTS IN BRIEF

On Sunday, June 2, 2024, prior to the end of the June Bug Dash at Sebring International Raceway, Chief Steward Joseph Gandy filed a Request for Action (RFA) against Mike Bakinowski, driver of Spec Racer Ford 3 (SRF3) #39 seeking investigation of possible violation of General Competition Rules (GCR) relating to participant conduct, specifically GCR 2.1.4. (Reckless or dangerous driving) and 2.1.7. (Unsportsmanlike conduct).

The Stewards of the Meeting (SOM) Sherri Croyle, David Ellis-Brown, Mike Finn, and Steve Gauding (Chairman) met remotely in the subsequent days, heard witnesses, reviewed video, and concluded Mr. Bakinowski violated GCR 2.1.5. (Failure to obey a direction from an official), 2.1.6. (Obstructing or not cooperating with the SOM), 2.1.7. (Unsportsmanlike conduct), and 9.3.11. (Failure to submit an unedited copy of in-car video). The SOM penalized Mr. Bakinowski with disqualification from Race 2, suspension of competition privileges for 60 days, six race weekends probation, and referral to the Southeast Division Executive Steward and National staff for possible additional penalties. The SOM assessed nine penalty points on Mr. Bakinowski's competition license. The COA notes Mr. Bakinowski was notified of the SOM decision at 4:30 PM on June 11, 2024.

Mr. Bakinowski appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Lee Hill (Chairman) met on July 25, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Bakinowski, submitted June 18, 2024.
2. Notification of Appeal, received July 12, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 12, 2024.
4. Additional in-car video from Mr. Bakinowski, received July 12, 2024.
5. Emails and additional documents from Ms. Croyle, received July 19, 2024.

FINDINGS

As background, Mr. Bakinowski protested Cooper Beasley, driver of SRF3 #24, for contact in turn 2 on lap 2 of the Group 1 Sunday morning 30-minute SARRC Feature Race. The contact occurred as Car #24 was attempting to pass Car #39 and locked up his brakes leading to side-to-side contact forcing Car #39 off track with the loss of several positions.

The protest was duly filed and heard by the SOM and resulted in a finding against Mr. Beasley with a position penalty applied. The outcome of the protest was communicated to Mr. Beasley at 4:25 PM. Shortly thereafter, at 4:49 PM, an RFA was issued by the Chief Steward asking for an investigation of possible violation of GCR Section 2. (Participant Conduct) by Mr. Bakinowski against Mr. Beasley as reported by several race officials during the cool down lap and in pit lane. At 4:58 PM, Mr. Bakinowski was informed of both the result of his protest and the RFA to investigate his conduct. The investigation and hearing of the RFA occurred over the ensuing several days via telephone and email.

The SOM determined that during the cool down lap at the end of the race, Mr. Bakinowski passed 3 other cars in order to pull alongside Mr. Beasley's car and gesticulated with an open palm. This interaction was noticed and reported by F&C personnel resulting in the two cars being directed to the Steward of the Course (SOC) at Pit Central when they entered the pits.

Once SRF3 #39 came to a stop, the SOC instructed Mr. Bakinowski to remain in his car, which he did. However, he also stood up in the cockpit and verbally berated Mr. Beasley for the contact. This interaction was intense enough that the Chief of Pits approached in order to be available to assist the SOC should the situation escalate. After being given a bottle of water by the SOC, Mr. Bakinowski calmed down and was instructed to report to the tower. He complied without delay after asking the SOC for directions. At the tower, Mr. Bakinowski announced his intention to file a protest against Mr. Beasley for the contact.

In his Appeal, Mr. Bakinowski contended the SOM misunderstood his interaction with the SOC in the pit lane at the end of the race, stating the SOC instructed him to stay in his car – which he did. During the hearing for the RFA, Mr. Bakinowski learned the fourth segment of his in-car video did not properly download. He contended the omission of the fourth video segment file was inadvertent and was not a failure to cooperate with the SOM. Mr. Bakinowski provided all four video segments to the COA for review.

The COA reviewed the available video including the fourth video segment, which shows no indications of editing. The COA concluded that Mr. Bakinowski's actions during the cool down lap did not rise to the level of "reckless or dangerous" driving although they

did constitute an unnecessary and unhelpful escalation. The video also supported Mr. Bakinowski's contention that he was not told to "stay seated" but was instructed to stay in his car. The video further supported that the statements he made in pit lane to the other driver were not profane nor were they of a threatening nature but rather were confined to his opinion of the other driver's on track behavior.

The COA finds Mr. Bakinowski's pit lane interaction with the SOC was not a violation of 2.1.5 (failure to follow the direction of an official) and he made a reasonable effort to provide the SOM with original unedited video supporting his original protest (9.3.11).

The other allegations of failure to cooperate with the SOM are much more difficult to decipher. The SOM reported difficulty in contacting Mr. Bakinowski in the paddock via phone, text, and Public Address (PA) announcements. The COA recognizes several possible explanations exist beyond intentional obstruction. The COA notes the phone number for Mr. Bakinowski on the RFA is incorrect, and if that was the number being used by the SOM it was unlikely to lead to a successful contact. In addition, PA systems are a notoriously unreliable way to pass important individual messages. The COA notes the actions cited in the RFA occurred shortly after the 11 AM conclusion of Mr. Bakinowski's final on track session of the weekend. Yet he was still available in the paddock at 4:58 PM to receive notice of the results of his protest and the RFA, which seems to indicate his desire and commitment to be available to the SOM. The verifiable evidence provided to the COA does not support a violation finding on GCR 2.1.6. ("Refusing to cooperate with, interfering with, or obstructing the actions of … the Stewards of the Meeting (SOM)…").

The COA also notes the timing of the filing of the RFA at 4:49 PM for actions that were well known and documented at the time they occurred some 6 hours earlier is concerning and will be further investigated.

The COA finds Mr. Bakinowski's conduct during the cool down lap, the intensity of his behavior on the pit lane, and interactions with the SOM that were in a loud enough voice to disturb the operating team next door support a modest penalty for violation of GCR 2.1.7. (Unsportsmanlike Conduct). However, the COA finds the alleged violations of GCR 2.1.4., 2.1.5., 2.1.6., and 9.3.11. are not supported and are overturned. All penalties other than Probation (including disqualification, license suspension, referral to the Executive Steward, and referral to national staff) are to be removed. The length of Probation is reduced to two event weekends. Penalty points on Mr. Bakinowski's competition license are reduced to three, per GCR 7.4. (Penalty points). Mr. Bakinowski's original finishing position is to be restored and he is to receive all awards and series points to which he is entitled.

It is indeed unfortunate that the severity of the penalties published in the official results may generate a negative impression of Mr. Bakinowski's temperament and demeanor. The COA notes he has been unfailingly respectful and forthcoming in all interactions with regard to this appeal.

DECISION
The COA upholds the SOM decision of violation of GCR 2.1.7. (Unsportsmanlike conduct) only and modifies the penalty. Mr. Bakinowski’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Erving Rodriguez vs. SOM COA Ref. No. 24-16-SE
August 02, 2024

FACTS IN BRIEF
On Sunday, June 2, 2024, following Race 2 for Group 5 at the June Bug Dash at Sebring International Raceway, Marcello Canitano, driver of Spec Miata Southeast (SMSE) #04, filed a protest against Erving Rodriguez, driver of Spec Miata T (SMT) #73, alleging violations of General Competition Rules (GCR) 6.11.1. (On course driver conduct).

The Stewards of the Meeting (SOM) Sherri Croyle, David Ellis-Brown, Mike Finn, and Steve Gauding (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Rodriguez violated GCR 6.11.1.A. (Avoid contact), B. (Allow racing room), and D. (Responsibilities during passing). The SOM penalized Mr. Rodriguez with loss of position, moving SMT #73 to last overall finishing position, and imposed three race weekends probation. The penalties incurred three penalty points on Mr. Rodriguez's competition license. The COA notes the SOM decision was completed on June 11, 2024.

Mr. Rodriguez appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Lee Hill (Chairman) met on July 25, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Rodriguez, submitted June 19, 2024.
2. Notification of Appeal, received July 16, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 16, 2024.
4. In-car video from Mr. Rodriguez, received July 16, 2024.
5. Emails and additional documents from Ms. Croyle and the SOM, received July 19-25, 2024.

FINDINGS
In his Appeal, Mr. Rodriguez contended he had completed his pass on Mr. Canitano's Car #04 and the contact occurred as Car #04 attempted to repass Mr. Rodriguez's Car

#73. Mr. Rodriquez argued the responsibility for the contact should be assigned to Mr. Canitano.

The COA reviewed the forward-facing video from both cars. The field was shown the green flag and the cars went two and three wide through the first turn. Car #34 passed Car #04 on the right exiting Turn 1, followed immediately by Mr. Rodriquez in Car #73. Before Car #73 fully completed the pass, Mr. Rodriguez moved to the left as if to begin a pass on Car #34. The COA concludes the contact between the right front of Mr. Canitano's Car #04 and the left rear of Mr. Rodriguez's Car #73 occurred before Car #73 completed his pass of Car #04 and was the result of Car #73 moving to his left into space already occupied by Car #04. Per GCR 6.11.1.D., "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely."

The SOM decision also cited several other uninvestigated incidents involving other drivers which occurred at different times and places, including at least one incident which occurred at an earlier event. The COA notes Mr. Canitano's protest was for "failure to leave racing room" at Turn 1, resulting in car-to-car contact. All other incidents are irrelevant in determining the validity of Mr. Canitano's protest. The COA finds uninvestigated and unpenalized incidents should not influence the severity of penalties assessed.

The COA finds responsibility for the contact was correctly assigned to Mr. Rodriquez by the SOM. The COA also notes the two cars were competing in different classes and both cars continued without significant damage or interruption. Therefore, the position penalty imposed on Mr. Rodriguez was excessive. The COA upholds the decision of the SOM but modifies the penalties by reinstating the finishing position of SMT #73. All other penalties, including the requirement to repair body damage in compliance with GCR 9.3.6. (Appearance neat and clean and suitable for competition) before its next event are unchanged.

DECISION
The COA upholds the decision of the SOM with modifications. Mr. Rodriquez's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Erving Rodriguez vs. SOM COA Ref. No. 24-17-SE
August 19, 2024

FACTS IN BRIEF
On Sunday, June 2, 2024, following Race 2 for Group 5 at the June Bug Dash at Sebring International Raceway, Erving Rodriguez, driver of Spec Miata T (SMT) #73, filed a protest against Marcello Canitano, driver of Spec Miata Southeast (SMSE) #04, alleging violations of General Competition Rules (GCR) 2.1.7. (Unsportsmanlike conduct) and 2.1.8. (Threatening or committing physical violence).

The Stewards of the Meeting (SOM) Sherri Croyle, David Ellis-Brown, Mike Finn, and Steve Gauding (Chairman) met and concluded Mr. Rodriguez's protest was not filed within the time limits set forth in GCR 8.3.1.F. (How to Protest). The SOM disallowed Mr. Rodriguez's protest. The COA notes Mr. Rodriguez was notified of the SOM decision via voice mail and email on June 8, 2024.

Mr. Rodriguez appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Lee Hill (Chairman) met on July 25 and August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Rodriguez, submitted June 19, 2024.
2. Notification of Appeal, received July 16, 2024.
3. Official Observer's Report and related documents, received July 16, 2024.
4. Additional witness statement provided by Mr. Rodriguez, received July 16, 2024.
5. Emails and additional documents from Ms. Croyle and the SOM, received July 19-25, 2024.

FINDINGS
In his Appeal, Mr. Rodriguez explained his protest against Mr. Canitano was based on actions that took place in post-race impound. He was delayed in delivering his protest to Chief Steward Joseph Gandy as he was requested to remain in the impound area temporarily by a Scrutineer.

The SOM determined the protest was received 50 minutes after the time noted on the race results. GCR 8.3.1.F. (Protest procedures) requires protests to be filed within

specified time limits, although the SOM have discretionary authority to extend the time. The SOM applied the time limit of 30 minutes for protests alleging violations of on track driver's behavior and disallowed the protest as "not timely".

The COA examined the official results available through the Central Florida Region's website and discovered an inconsistency when comparing the date and time published on the official results and the apparent finish time of the 30-minute race. The COA notes the allegation made by Mr. Rodriguez was for conduct occurring after the conclusion of race in the impound area. The SOM applied the time limit specified in GCR 8.3.1.F. for "Driver's behavior on track" when determining the timeliness of the protest. The GCR does not specify a time limit for participant behavior occurring off track during the event.

The COA finds Mr. Rodriguez filed a protest citing Mr. Canitano's behavior in post-race impound within a reasonable time after the actions occurred and prior to the close of the event. The COA determined the protest to be valid and timely. The protest was reopened and a new SOM court was appointed by the Chairman of the Stewards Program as prescribed in GCR 8.4.5.A.2. (Judgement of the Court of Appeals). The new SOM completed the hearing and notified both parties of the results and their rights to appeal the decision. The COA determines this matter is now closed.

DECISION
The COA overturns the SOM decision to disallow Mr. Rodriguez's protest and has forwarded the protest to the Chairman of the Stewards Program for adjudication. Mr. Rodriquez's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Michael West vs. SOM COA Ref. No. 24-18-CN
August 04, 2024

FACTS IN BRIEF
On June 21, 2024, following the first practice session for Group 8 at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of the on track behavior of Dennis Marklein, driver of Formula Enterprises 2 (FE2) #3, when the race track was under full course Black Flag and later, Red Flag condition.

The Stewards of the Meeting (SOM) Dave Gladowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Marklein violated General Competition Rules (GCR) 6.1.1.F. (Black Flag) and 6.1.1.I. (Red Flag) for entering the track when it was closed and failing to come to an immediate stop when the red flag was displayed. The SOM penalized Mr. Marklein with a Reprimand and assessed one penalty point on his competition license.

Mr. West appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) James Foyle, Rick Mitchell, and Laurie Sheppard (Chairman) met on July 31, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. West, submitted June 28, 2024.
2. Notification of Appeal, received July 25, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 25, 2024.
4. Witness statement from Kevin Coulter, Clerk of the Course, received July 25, 2024.

FINDINGS
In his Appeal, Mr. West asserted Mr. Marklein's actions were reckless, dangerous, and egregious, and therefore deserving of an appropriately severe penalty. Mr. West alleges Mr. Marklein "willfully failed to obey instructions conveyed to him by event officials in Pit Lane." Mr. West described other actions including ignoring a red light indicating the course was closed and refusing to stop for a Red Flag as required by the GCR.

The SOM interviewed Mr. Marklein, reviewed his in-car video, and accepted his testimony that after arriving late on the grid, he misunderstood the hand signals of the grid worker. Mr. Marklein told the SOM he thought he was released to the track and admitted he acknowledged but did not stop for the red flag.

The COA reviewed Mr. Marklein's video which begins on pit lane after he left the grid. The COA notes Group 8 cars were being attended to in pit boxes on the right side of pit lane and a group of similar cars were lined up on the left behind a Pit Marshal. Mr. Marklein came almost to a stop at the end of the line of cars, but then pulled out around the cars. The Pit Marshal pointed him to the paddock, but Mr. Marklein drove past him and onto the track, ignoring the double red lights indicating the track was closed. Mr. Marklein accelerated and drove through Turns 1 and 2 where Black Flags were displayed. As he approached the apex of Turn 3, a Flag Marshal, who was outside the barriers with the Black Flag, switched to a Red Flag. Mr. Marklein negotiated the corner and accelerated to 100mph before encountering another Red Flag just prior to the Sargento Bridge, after which he slowed to about 50mph. He acknowledged the next Red Flag but did not pull over to the side of the track as directed by the Flag Marshal at that station. Mr. Marklein continued past another Red Flag before reaching Turn 5 where he was directed off the course and down the escape road.

The COA finds Mr. Marklein violated GCR 6.1.1.F. (Black Flag) which states, "…stop racing, and proceed… exercising extreme caution." Mr. Marklein accelerated to 100mph after passing several Black Flags. The COA also finds Mr. Marklein violated GCR 6.1.1.I. (Red Flag) which states, "Come to an immediate, controlled stop…" Mr. Marklein also did not follow the instruction of the Pit Marshal who pointed him into the paddock, a violation of GCR 2.1.5., and he continued onto a closed track past prominent red lights. His unpredictable behavior put himself and others at risk.

The COA modifies the penalties assessed to Mr. Marklein based on the nature and scope of violations. Mr. Marklein will satisfactorily complete three race weekends on Probation. In addition, Mr. Marklein will successfully complete Module 2 of SCCA Road Racing's Online Driver School training available in SCCA's Learning Management System. When the module is successfully completed, a certificate of completion will be available for Mr. Marklein to download or save. He will show that certificate to a Chief Steward and describe the meanings and requirements of each flag as a special condition for completing his Probation. The COA directs the one penalty point assessed by the SOM for Reprimand to be removed and replaced with three penalty points, the required points for a penalty of Probation assigned by the Court of Appeals (GCR 7.4.A.6.)

DECISION

The COA upholds the SOM decision with modification to the penalty. Mr. West's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian Farnham vs. SOM COA Ref. No. 24-19-CN
August 09, 2024

FACTS IN BRIEF
On June 22, 2024, following Race 1 for Group 2 at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of contact between Formula Vee (FV) #15, driven by Brian Farnham, and FV #25, driven by Andrew Abbott, at Turn 5 at or near the last lap of the race.

The Stewards of the Meeting (SOM) Dave Gladowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Farnham violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact), B. (Allow racing room), and C. (Blocking) by initiating contact in Turn 5. The SOM penalized Mr. Farnham with Probation for three race weekends and assessed three penalty points on his competition license.

Mr. Farnham appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) James Foyle, Spencer Gorham, and Laurie Sheppard (Chairman) met on July 31 and August 8, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Farnham, submitted June 20, 2024.
2. Notification of Appeal, received July 26, 2024.
3. Official Observer's Report, in-car videos, and related documents, received July 26, 2024.
4. Response from Mr. Abbott, received August 6, 2024.

FINDINGS
In his Appeal, Mr. Farnham asserted the SOM did not properly apply the Rules of the Road (GCR 6.11.1.) with respect to the requirements to provide racing room. He also questioned the definition of "significant damage" and opined that the SOM didn't take into account all parameters of the situation. Mr. Farnham argued he was not given sufficient racing room to control his car in light of the course conditions, although he admitted the contact was initiated by him. Finally, Mr. Farnham alleged inconsistency in

the application of the rules, citing similar situations at other events with different decisions by unnamed race officials.

The SOM based their decision on interviews with Mr. Farnham and Mr. Abbott and examination of video provided by Mr. Farnham. Mr. Abbott did not provide video. The SOM determined Mr. Farnham failed to maintain control of his car, causing avoidable contact that tore off the valve cover on FV #25, who then continued to the end of the race, oiling the track and causing a long delay for cleanup.

The COA reviewed the available documents and video and noted the extremely wet racing conditions which may have contributed to Mr. Farnham's lack of control immediately prior to the contact. Both drivers had a responsibility per GCR 6.11.1.B. to adjust to the racing conditions – Mr. Farnham to adjust his speed to maintain control and Mr. Abbott to provide a bit of extra racing room to account for the wet track. Both drivers share responsibility for the contact, but the primary fault falls on Mr. Farnham.

GCR 6.11.1.C. states, "…any abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room." The COA notes Mr. Farnham did not make an abrupt change in direction. Once his brakes locked up, he continued in a forward trajectory. Car #15's nose was half a car length behind Car #25's nose entering the corner. Mr. Farnham was not in a position to block the path of Car #25.

The COA finds Mr. Farnham did not violate GCR 6.11.1.C. The COA also finds Mr. Farnham and Mr. Abbott shared responsibility for the incident in Turn 5, although unequally. Mr. Farnham bears the larger portion of responsibility and is in violation of GCR 6.11.1.A. (Avoid contact) and B. (Allow racing room). Mr. Farnham's term of probation is reduced to one race weekend due to the removal of GCR 6.11.1.C and the finding of shared responsibility for 6.11.1.B. The penalty points previously assigned are not affected.

The COA is unable to address possible inconsistencies between events.

DECISION
The COA upholds the SOM decision with modification. Mr. Farnham's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | September 3, 2024
The Club Racing Board met by teleconference on September 3, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Eric Prill, VP of Road Racing and Chief Operations Officer, Deanna Flanagan, Director of Program Services, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory
None.

No Action Required
FA
1. #36720 (Jim Radmann) Question on the FA 1.8L Automobile Engine Car?
Thank you for your letter. The quoted statement refers to Prototype, not FA. Please see the current P1 Engine Table, Spec Lines F and H, for reference.

SRF3
1. #36676 (Shawn DeKold) Air Filter PN Correction for SRF3
Thank you for your letter. Please see the response to letter #36681 in the current Fastrack.

GCR
1. #36598 (Greg Amy) Re: Letter 35772
Thank you for your letter. We were not able to identify any cars classified over 4000 lbs in the GCR.

2. #36730 (Bob Neff) Request for Clarification - GCR 5.7.4
Thank you for your letter. The date of the change to GCR section 5.7.4 is 1/1/25 as published in August 2024 GCR.

General
1. #36561 (Sven de Vries) Flagtronics
Sven, Thank you for your letter. Your concern about the added cost for the two-piece FT unit is understandable. We have seen the original unit (which is considerably less expensive) fitted to a number of small formula and prototype cockpits. The original unit itself is 3.00" wide x 1.12" tall x 1.18 deep. We understand that the primary concern in mounting this in the smaller cars is related to the wiring that comes into the backside of the unit. The new two-piece display is smaller at 2.953" wide x 1.226 tall x .297 thick but you still have to locate the control module which is 2.326 wide x 1.226 tall. We are cognizant of the fact that the rain light and FT units are an added expense but are convinced that these will help to improve safety (and in the case of the FT unit - improve the green flag track time). Thank you for your support of SCCA and F6.

2. #36716 (Janet Mahoney) Medical Coverage
Thank you for your letter. More information is required if you have a specific request for a GCR change. The GCR rules do not require an event to be staffed by an MD or RN. GCR 5.4.2.A. defines the role of the required Chief Medical Officer. That person may be a paramedic with ALS training. While an MD, PA, or APN may serve in that role, it is not required to have one onsite. Some tracks with an onsite medical facility may provide staffing who possess those medical credentials/licenses. Road Racing events are required to have a minimum of one ALS ambulance, many events provide more than one. ALS ambulances are staffed with the 2 paramedics which satisfies the requirement of GCR 5.4.2.A. item 1 and item 2 under Personnel.

3. #36841 (Brian Black) Vitour Tires
Thank you for your letter. If it is a DOT tire, it is permitted in any class where DOT tires are permitted or where tires are open.

GT2
1. #36454 (Michael Quattlebaum) Appendix K Wet Tire Revision Request
Thank you for your letter. A competition wet is currently legal with a 100 lb. weight penalty.

ITB
1. #36125 (David Beccaris) 1990 Protege Classification
Thank you for your letter. A 1990-1994 Mazda Protege is classed in ITC. A 1999-2000 runs in ITB.

HP
1. #36699 (John Gaydos) 1988-1991 Honda CRX 1.5 wheel size
Thank you for your letter. A Wheel & Tire Survey is being sent out in early September to gather feedback from Production racers on if/how the wheel and tire sizes in the Production Category should be standardized. The results of this survey and any resulting actions that comes from it would like to be realized before any specific vehicle wheel limitations are considered. Please look for this upcoming survey and provide feedback accordingly to your desires.

Prod General
1. #36692 (Tim Schreyer) Awaiting Survey for Letter 34738
Thank you for your letter. The Wheel & Tire Survey is currently in the final stages of development and approval. It should be sent out in early September prior to the Runoffs.

ST General
1. #36696 (Derek Ketchie) Tires Allowances
Thank you for your letter. This is a topic we are considering and are currently discussing.

STU
1. #36752 (Edwin Soto-Q) Boxster PCA Spec Boxster (SPB) Jongbloed Wheels
Thank you for your letter. Future changes are coming that may address this issue after the runoffs. If they do not address your specific request, please resubmit your letter.

Not Recommended

F6

1. #36771 (Eric Joseph McRee) F600 Runoffs Flagtronics exemption

Thank you for your letter. The Club Racing Board does not recommend this change. Allowing such an exemption would preclude the use of the Virtual Safety Car procedure in any session in which the cars participated, and in addition a majority of the F600 drivers entered have confirmed that they have already obtained Flagtronics units in preparation for the Runoffs.

FC

1. #36576 (Jacques Coury) Allowing F4 into FC to Increase Involvement, and Safety.

Thank you for your letter. The Club Racing Board does not recommend this change. The F4 cars use a carbon fiber chassis, which is not permitted in the FC class. However, both the FIA Certified 1st Gen Ligier JS F4 and 2nd Gen Ligier JS F422 are currently classified in the FX class. Please see the GCR for the specifications and restrictions.

GCR

1. #36618 (Mike Smith) Car Markings/Numbers

Thank you for your letter. The Club Racing Board does not recommend this change. The GCR clearly specifies car number and placement. It is the driver's responsibility to comply with GCR requirements in Section 9.3.29.A and B. Drivers are reminded that numbers must be easily legible at speed.

GT2

1. #36558 (Jorge A Nazario) Remove 100lb Penalty weight to C7 Corvette Body

Thank you for your letter. Your request cannot be recommended at this time! The CRB will continue to monitor the SCCA collected Data as well as race results.

IT General

1. #36358 (Andrew Gamble) 200Tread Wear Tires

Thank you for your letter. The Club Racing Board does not recommend this change. You can run a 200 treadwear tire in IT currently.

ITB

1. #36502 (Elliot Carter) Fiberglass Replacement Panel Spec Line Addition for First Gen MR2

Elliott, thank you for your letter and the work you have done regarding the MR2. Your proposal however remains contrary to the IT philosophy and is therefore not recommended.

ITS

1. #36450 (Nicole Hecker) Weight Requirements for RX-7

Thank you for your letter. The Club Racing Board does not recommend this change.

FP

1. #36702 (Preston Obremski) Request in Compression Change for SOHC Dodge Neon

Thank you for your letter. There has been no additional information provided since the last time this request was made. It was not recommended at that time and with no additional data points (track data, build sheets, dyno plots, etc.) having been provided for consideration, the committee's response has not changed; the proposed change is not recommended.

HP

1. #36743 (Richard Barlow) Consolation of GTL and FP; Under 1300cc GTL cars to HP
Thank you for your thoughtful letter however for now there will be no changes until data is collected on the cars that have been impacted by the new rules and specifications.

SMX5

1. #36605 (Marc Cefalo) SMX Alternate Clutch Allowance
Thank you for your letter. This change is not needed at this time as the OEM clutch disc is a full face design with softer engagement. The kit referenced in your letter uses a different pressure plate than what is legal and included in the bespoke Mazda ACT clutch kit allowed in SMX.

2. #36682 (Joe Rainey) SMX Wiring Harness Change in GCR
Thank you for your letter. Per section 9.1.7.1.3.j removal of excess wiring is allowed. Mazda is also working on a race harness for the SMX class but is not currently available. Opening up the class to create custom wiring harnesses is not within class philosophy and would create difficulties for the tech staff and opportunities for noncompliance. There are currently used harnesses available on the open market that would solve this problem while the race harness continues through the development process.

STU

1. #36737 (Aaron Fitzsimmons) STU Mini R53 15% pulley with weight penalty
Thank you for your letter. We have no data currently to support your request. Please provide us with JCW advertised power increases with the requested pulley. It would be helpful to have you participate at a HST event where data is frequently collected so we can obtain data on the car.

T4

1. #36384 (Daniel Conway) Update to letter # 36377
Thank you for your letter. Late model BMW cars are commonly 3 liters or greater, and capable of too much horsepower to be brought into the T4 BOP. This is the issue that we are facing with the 320i in T4. Older BMW sedans and roadsters were available with smaller displacements and potential horsepower outputs.

2. #36476 (Chris Braunlich) BOP Adjustment Request for RX8
Thank you for your letter. At this late point in the season, we do not suggest any change in T4 BOP. Our data shows that the RX8 has a trap speed advantage over the majority of the class. It is also capable of braking and turning similarly to lighter cars due to its wider wheels and better contact patch. We will continue to monitor the class

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Recommended Items

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

A **P1**

1. #36881 (Club Racing Board) 2025 Prototype (P) Ruleset

In Sports Racing Category, GCR section 9.1.8, remove P1 (section 9.1.8.B) and add the following ruleset as new section 9.1.8.B:

B. PROTOTYPE (P) CLASSIFICATION

Prototype (P) is a development class that is inclusive of existing cars and new purpose-designed cars that fit within these rules. Homologation may be required; refer to GCR section 9.2.2. for details. Cars homologated before 1/1/14 must be fully compliant with all Prototype rules. The class is intended to be the premier sports prototype class, promoting advanced technology in car design and innovation while using established cost-effective engine technology.

These rules are not intended to freeze the class in time but rather to encourage orderly and progressive change to keep the class current. Engine options and car types that are not used may be eliminated to simplify the rules.

A. *SAFETY EQUIPMENT*

Cars must comply with GCR section 9, Cars and Equipment. Brake lights are not required.

B. *CHASSIS*

1. *Any form of chassis construction is permitted, subject to the requirements of GCR section 9, Cars and Equipment.*
2. *Anti-intrusion panels are permitted anywhere on the sides of the chassis. Materials and attachment are unrestricted.*
3. *Cars may be either single-seat or two-seat cars, subject to restrictions in these rules.*
4. *Closed-cockpit single-seat cars are not permitted unless specifically allowed by a spec line in Table 1.*

C. *BODYWORK*

1. *The bodywork must provide safety and comfort for a driver and passenger in two-seat cars and for a driver in single-seat cars. All elements of the bodywork must be completely and neatly designed and finished, with no temporary or makeshift elements.*
2. *The bodywork as viewed from the side and above must 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 must extend over the full width of the tires for at least one- third of their circumference. Louvers to extract air from the tops of the fenders are permitted. Tires must not be seen as viewed from above except through louvers; the fore/aft opening through which a tire may be seen must not exceed 5mm (0.197 inches) when viewed from above. Rear tires may be exposed as viewed from the rear. Cycle-type fenders that cover only the tire and are not continuous with the bodywork are prohibited. Fenders must be firmly attached to the bodywork.*
3. *Height: No part of the car having special or significant aerodynamic function may exceed a height of 115cm (45.275 inches) above the ground with the car in normal racing trim, driver aboard. As viewed from the side, the outermost surface of bodywork between the front and rear wheel openings and above the floor must have a minimum height equal to the height of the front axle centerline.*
4. *Width: The maximum width must not exceed 221cm (87 inches) including all aerodynamic devices. No part of the bodywork may extend outwards more than 10cm (3.937 inches) beyond a vertical plane connecting the outermost surfaces of the front and rear tires. The minimum body width between the front and rear tires as viewed from above may extend inwards beyond a vertical plane connecting the centerlines of the front and rear*

tires for a distance of up to 20% of the length of the wheelbase.

5. *Length: The maximum overall length is 485.3cm (191 inches).*
6. *Cockpit:*
   a. *The driver's seat must be capable of being entered without the removal or manipulation of any part or panel other than a removable steering wheel and removable padding. This requirement does not apply to doors on closed-cockpit cars that are specifically permitted by these rules.*
   b. *The cockpit opening must comply with the following dimensions for both single-seat and two-seat cars: minimum cockpit length is 60cm (23.622 inches) and minimum cockpit width for each seat is 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Roll hoop or roll cage braces, required padding, and removable helmet surrounds are not to be included in this measurement.*
   c. *For two-seat cars, there must be room for seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. The seats must be firmly attached in the car but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment must be symmetrical about the longitudinal axis of the car. The passenger's space and seat must remain usable throughout the competition and must not be encroached upon by an element of the car or equipment except as provided in these rules. Permitted equipment includes batteries, ballast, fire bottles, data-recording devices, and cool suit equipment, provided that such equipment is securely attached to the car.*

7. *The bodywork must give the driver visibility forward and to both sides adequate for racing conditions, and rearview mirror(s) must give the driver visibility to the rear of both sides of the car.*
8. *Windscreens are optional.*
9. *Brake ducts and ducts allowing air into the engine compartment are permitted.*
10. *Engine air intake ducts, scoops, and cold air boxes are permitted.*

D. *AERODYNAMICS*

These rules are intended to control the use of "ground effects" to achieve aerodynamic downforce.

1. *Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be movable when the car is in motion.*
2. *Aerodynamic devices (e.g., "skirts," body sides) must not extend more than 1cm (0.394 inches) below the car's lower surface at any point behind the front axle. Seat buckets or other protrusions must not circumvent this rule.*
3. *All ducted air that exits through the top of the bodywork behind the rear of the front tires must pass through a heat exchanger. This requirement does not apply to the cockpit opening, fender louvers, or slots, grills, louvers, and similar devices intended to allow heat to escape the engine bay.*
4. *Air must not be ducted through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. This prohibition includes openings above the front spoiler or splitter that permit air to pass through the front bodywork for the purpose of providing aerodynamic downforce.*
5. *Body panels intended to cover suspension components as viewed from the side and above must not be shaped as an airfoil cross-section. Upper and lower panel surfaces must be symmetrical (mirror images) across a straight line connecting the center of the leading edge with the center of the trailing edge. Leading and trailing edges may be rounded. Panel angle front to rear and side to side is unrestricted, but panels may not be used to provide additional aerodynamic downforce on the car.*

E. *WHEELS AND TIRES*

Wheel size is unrestricted except for a minimum diameter of ten inches. Wheel sizes must be identical for the right-front and left-front axles and identical for the right-rear and left-rear axles. Right-front and left-front tires must be the same size and right-rear and left-rear tires must be the same size.

F. *BRAKES*

1. *Cars must be equipped with a dual-braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power must be maintained on at least two wheels.*
2. *Brake calipers may be ferrous or aluminum alloy. Effective 1/1/2026, carbon-carbon and carbon-ceramic brake rotors are prohibited and rotors must be ferrous.*

G. *BULKHEADS AND TANKS*

Fuel tanks must be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks may be exposed to any part of the driver or passenger compartment. Safety fuel cells (per GCR section 9.3 Fuel Cell Specifications) are required for all cars.

H. *TRANSMISSIONS*

All gear changes must 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 permit pre-selected gear changes are prohibited. Power must not be applied to more than two wheels. Traction control is prohibited.

1. *Cars with automotive-based engines may use any manual transmission up to six speeds with reverse.*
2. *Cars with motorcycle-based engines must use the transmission supplied with the engine; a reverse gear is not required for cars using motorcycle-based engines.*

I. *DATA COLLECTION*

All cars competing in the U.S. Majors Tour and the Runoffs must have the AiM part #X47KPF-SOLO2R0 data box mount installed to provide the necessary mounting of the AiM Solo 2 data box. The mounting surface must be approximately oriented either horizontally or vertically and 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. The data box must have a view of the sky and must not be located under carbon fiber or metallic bodywork. Sufficient space must be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on the pre-grid by SCCA-assigned personnel and the collection of the data boxes when cars exit the racetrack. Contact AiM and its distributors for direct purchase of the data box.

J. *ENGINE AND WEIGHT RESTRICTIONS*

Generally applicable information for Prototype engines is given in the following paragraphs. The Engine Table below provides general specifications of engine types, displacement limits, intake restrictions, and car weights. Specific engines approved for use (along with applicable restrictions) are also provided in the table. All specified minimum weights are with driver (GCR section 9.3 Weight).

1. *Turbocharging and supercharging are prohibited.*
2. *Four-cycle engines may have a maximum of four cylinders. Two-cycle engines may have a maximum of six cylinders.*
3. *Intake manifolds are unrestricted on engines that do not require a flat plate intake restrictor unless otherwise noted in an engine spec line. Plenums and/or balance pipes are not permitted on engines that use an individual runner-type manifold and require a flat plate intake restrictor.*
4. *Where a flat plate intake restrictor, restricted venturi, or Single Inlet Restrictor (SIR) is required, all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, must pass through the restrictor.*
5. *SIR installations must comply with the requirements of Appendix F. Technical Glossary. Where intake restrictors (except SIR) are required, the restrictors must be round orifices (unless otherwise specified) and located within four inches of the throttle butterfly.*
6. *On four-cycle motorcycle-based engines equipped with individual throttle bodies, individual flat plate intake restrictors must be installed within four inches of the primary butterfly throttle shaft or centerline on the intake side of the individual throttle body's primary butterfly. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.*

7. *Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate intake restrictor.*
8. *The SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is modified as follows: If the engine stalls within 3 seconds, the car is deemed compliant with the stall test.*
9. *The use of an ECU map, computer program, or any other artificial means to stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited.*
10. *Electronic throttle control systems (ETC, Fly-by-wire, Drive-by-wire) are permitted. ECUs that use ETC/FBW/DBW throttles must have dual-output pedal position sensors (or other ECU-required fail-safes) that are capable of detecting a fault and limiting throttle activation.*
11. *Cars must be equipped with an automatic starter and on-board power supply operated by the driver.*
12. *Cars must display their engine size from the applicable spec line and the size of their required restrictor, if any, in a manner that is clearly legible to the scrutineers at the scales.*
13. *Engines not specified in the tables below are not permitted in Prototype. SCCA encourages members who wish to race other engine designs or propulsion systems not listed below to request consideration on a case-by-case basis via letter to the Club Racing Board at crbscca.com.*

K. SPEC LINE CARS

Table 1 (Spec Line Cars) is intended to accommodate existing cars that were previously raced in CSR, DSR, S2, or P2 without requiring expensive changes to make them compliant with the Prototype rules.

For individual cars included in any of the spec lines in Table 1, any deviation from the spec line and column requirements requires the car to be made compliant with all current Prototype requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all Prototype rules.

P2 cars may compete in either the Prototype class or the P2 class but must participate in the Prototype class to the extent necessary to qualify for an invitation to the Runoffs in Prototype.

Prototype Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
A	2 cycle	1725	NA	40mm restricted-venturi size	1275	Carburetor induction only. One carburetor per cylinder. Balance tubes not allowed.
B	4 cycle motorcycle-based	1005	4	None required	1000	Staudacher cars may run 950 lb minimum weight with 38.5mm flat plate intake restrictor.
C	4 cycle motorcycle-based	1355	4	None required	1075	
D	4 cycle motorcycle-based	1455	4	38mm flat plate intake restrictor	1100	No restrictor required at 1150 lb minimum weight.
E	4 cycle motorcycle-based	1615	4	33mm flat plate intake restrictor	1125	
F	4 cycle	1615	4	39mm chokes	1400	
G	Group CN Honda K20A-FD2	2000	4	Stock Honda intake manifold with unmodified 64mm single throttle body	1400	The CRB reserves the right to add an appropriate flat plate intake restrictor at any time if warranted by the data. Group CN non-composite chassis with Honda K20A-FD2 may use unrestricted individual throttle bodies at 1500 lb minimum weight.
H	4 cycle	2000	4	31mm SIR	1450	
I	4 cycle	2300	4	30mm SIR	1475	
J	4 cycle	2500	4	30mm SIR	1500	
K	Mazda 13B rotary	NA	NA	40mm SIR	1300	Peripheral port or bridgeport allowed.

Table 1 (Spec Line Cars)				
Marque	**Wheelbase inches max / Track inches max**	**Weight / Displacement**	**Restrictor**	**Notes**
AMAC, AMAC-AM5, Asteck, Cheetah, Decker, Decker 1/2, Fox, Fox-2-Seater, LeGrand, Zephyrus	94/54	950 lb min / 1005cc max 1050 lb min / 1355cc max	Not required	Minimum car width is 55 inches, with the following exceptions: AMAC-AM5 minimum width is 54 inches, and Decker 1/2 minimum width is 52 inches. Car must comply with all other Prototype requirements.
Beasley B2	TBD	1350 lb min	Not required	Engine must be Mazda 12A rotary with 40.5mm venturi. Car must comply with all other Prototype requirements.
Enterprises Sports Racer	See GCR section 9.1.8.G.	See GCR section 9.1.8.G.	See GCR section 9.1.8.G.	See the ESR rules in GCR section 9.1.8.G. for complete specifications. Note: Competitors are also free to modify their cars to comply with the general Prototype rules and Engine Table Spec Line I instead.
P2 cars built to 2000cc auto-based specification	See P2 rules	1350 lb min / 2000cc max	Not required	Car must comply with all other P2 rules applicable to cars using stock production-based four-cylinder automotive engines. Note: Competitors are also free to modify their cars to comply with the general Prototype rules and Engine Table Spec Line H instead.
Sebeco NP01-EVO, Elan NP01	102/TBD	1600 lb min / 2000cc max	Not required	Car must comply with NASA Prototype Series (NP01-EVO) Official 2022 National Rules June 7, 2022, Version 1.2, found here: https://www.scca.com/pages/technical-forms-and-downloads, except as follows: Hoosier R7 tire.

GCR

1. #36652 (Jon Krolewicz (Staff)) Online Driver Training + Race Experience School Equivalency

In GCR, Section 2.7., add new Section 3 to APPENDIX C. LICENSING AND TYPES 2.7.E as below and renumber:

"*(Effective 10/1/2024)* 2.7. Novice Permit

A Novice Permit is a training license for student drivers as they develop the experience necessary to safely race with the SCCA.

E. Novice Permit holders may offer equivalencies to replace the SCCA Drivers Schools' requirements.

1. The Race Director or Chief Steward of an SCCA Drivers School or the Novice Permit holder's Divisional Licensing Chairman may waive all or part of the Drivers School requirements for drivers with prior racing experience.

2. Road Racing will publish the list of accredited private schools whose curricula and methods have been approved and who have submitted a service fee to the SCCA.

3. *SCCA Race Experience Events*

If a driver has demonstrated proper knowledge of and reaction to flags, awareness in wheel-to-wheel racing situations including race starts during an SCCA Race Experience event; the "drivers school approval" page may be signed off and that completed SCCA Driver Participation Log may be used as Driver's School Credit in the Novice Permit.

a*. The Driver Participation Log may be used to track experience at SCCA and non-SCCA Track Events, Time Trials, HillClimbs or non-SCCA wheel-to-wheel events; however, the Drivers School Page may only be completed after observation at an SCCA Race Experience Event.*

b. *The Drivers School page in the participation log must be signed by the Chief Driver Coach and the Race Director of the Race Experience Event.*

4. Alternative Drivers' Schools- Chief Driving Instructors or Divisional Licensing Chairmen should coordinate with the Divisional Executive Steward and the Chief Steward of the event to ensure that the prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience.

At the request of the Divisional Chief Driving Instructor or Divisional Driver Licensing Administrator and approval by the Divisional Executive Steward, a Novice Permit holder may be offered an alternative path to an SCCA Full Competition or Vintage license under the following conditions:"

In GCR, Section 2.12., change as below:

"*(Effective 10/1/2024)* 2.12. Road Racing Online Drivers' School Training ~~Tutorial~~

~~SCCA Drivers' Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.~~

A. All SCCA Novice Permit and Full Competition applicants are required to complete the SCCA Academy Road Racing Online Driver School Training Modules 1 and 2. This includes the following:

1. Drivers applying directly to SCCA Member Services or SCCA Region for a new Novice Permit or new SCCA Full Competition License

2. Drivers requesting a waiver for a Novice Permit or Full Competition License through a SCCA Divisional Licensing. SCCA Divisional Licensing Administrators may, at their discretion, waive completion of all or part of the SCCA Academy Road Racing Online Driver School Training program by an experienced driver."

In GCR, APPENDIX C LICENSING AND TYPES Table 1 Licensing and Renewal Chart as below:

(Effective 10/1/2024)

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Table 1

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	LICENSE ISSUER	APPLICATION	MEDICAL FORM	*ONLINE DRIVERS SCHOOL TRAINING MODULES 1 & 2*	FEE	MAX. TERM	OTHER
14 and 15 YEAR-OLD NOVICE PERMIT	Individual/ Family/First Gear *Regular Member in* good standing	14-15 years old	SCCA National Office	Novice Permit Application	Required	*Required*	See Novice Permit or Competition License Application Form for current fees.	1 year	Proof of Age + Divisional Licensing Chairman Approval
NOVICE PERMIT	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	16 years or older	SCCA National Office or Divisional Licensing Administrator	Novice Permit Application	Required	*Required*	See Novice Permit or Competition License Application Form for current fees.	1 year	Minimum size 2"x 2" photo + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
FULL COMPETITION	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	14 years or older	SCCA National Office or National/ Divisional/ Regional Driver Licensing Administrator	Full Competition License Application	Required	*Required*	See Novice Permit or Competition License Application Form for current fees.	1 year	Submit valid Certificate of Compliance from an SCCA Accredited School authorized to recommend for a Full Competition License or obtain a license waiver from your DLA for previous experience
NOVICE TO VINTAGE	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	14 years or older	SCCA National Office or National/ Divisional/ Regional Driver Licensing Administrator	Completed Novice Permit + Vintage License Application	When needed	*Required if not yet completed See App. C.2.12.B*	See Novice Permit or Competition License Application Form for current fees.	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
NOVICE TO FULL COMPETITION	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	14 years or older	SCCA National Office	Completed Novice Permit + Full Competition License Application	When needed	*Required if not yet completed See App. C.2.12.B*	See Novice Permit or Competition License Application Form for current fees.	1 year	Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. Note: 1 SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.
VINTAGE RENEWAL	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	14 years or older	SCCA National Office	Vintage License Renewal Application	When needed	*Not Required See App. C.2.12.B*	See Novice Permit or Competition License Application Form for current fees.	1 year	Results of 1 Vintage Race or 1 SCCA Regional Race from the prior 12 months
FULL COMPETITION RENEWAL	Individual/ Family/Spouse/ First Gear *Regular Member* in good standing	14 years or older	SCCA National Office	Full Competition License Renewal Application	When needed	*Not Required See App. C.2.12.B*	See Novice Permit or Competition License Application Form for current fees.	1 year	Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/Vintage/Pro/FIA weekend per year

IT General

1. #35063 (Jose de Miguel) Clarification of Convertible Model

In GCR Section 9.1.3.9.F, change as follows:

"Convertible *soft-*tops and attaching hardware shall be completely removed. ~~Note:~~ Convertible model cars are permitted ~~if they were only available as convertibles (e.g. MG Midget), or if the convertible model is specifically allowed on the vehicle spec lineprov~~*provided they meet 9.3.18 and 9.4. requirements*. Convertible models may compete with their respective OEM or aftermarket hardtop that retains the OEM silhouette. Rear glass in such hardtops may be of automotive safety glass or polycarbonate material. All latches shall be replaced with positive fasteners. ~~Manual and electric sunroofs, original or aftermarket, where the panel is not normally removable shall be retained and run in the closed position. Components (motors, cables, rails) may be removed provided the panel is securely retained. Removable sunroof or T-top may be retained if bolted or welded in, or removed completely. Glass sunroofs must be removed. All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material.~~*All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.*"

STU

1. #36958 (Club Racing Board) Merger GT3 to STU

In STU, Table C, create new STU-GT3 classification as follows:

Table C: *STU-GT3*

STU-GT3	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
GT3	*All*	*Current GT3 race weight plus 150 pounds*	*DOT approved tire with maximum section width of 245. GT3 cars base wheel is a maximum of 15"x9". 18"x9" wheels allowd with a 3% weight addition. GT3 cars utilizing 15"x7" wheels are limited to a maximum section width of 225 with a 25 pound weight reduction.*
GT3 TCR	*All*	*Current GT3 race weight*	*DOT approved tire with maximum section width of 245.*

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

"Vehicles over ~~2950~~*2850*"

In GCR, Section 9.1.4.1.H., add the following:

"*7. All current STU cars may reduce their weight by 4% after all other modifiers.*"

Taken Care Of

STU
1. #36776 (Aaron Fitzsimmons) Addendum to letter #36737
Thank you for your letter. Please see response to letter # 36737 in current Fastrack.

T2
1. #36213 (Scotty B White) S550 Options Letter
Thank you for your letter. Please see letter # 35877 in July 2024 Fastrack.

What Do You Think
None.

RESUMES
1. #36626 (Michael Dayton) Request to participate on the CRB
Michael Dayton has been added to the IT Advisory Committee.

2. #36650 (Miki Moerwald) IT committee
Miki Moerwald has been added to the IT Advisory Committee.

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Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: September 20, 2024
NUMBER: TB 24-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2024 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
FF
1. #36633 (Matt Boian) Update to FF EGR Blanking Plate Rule
In FF, GCR section 9.1.1.B.14.r.1, change as follows:
"All emission control devices must be removed and blocked off by the blanking plate provided by HPD *or Fast Forward as noted below*, except *for* the VTEC activation valve. The VTEC activation valve must be retained~~;~~ *and* it must be functioning. *No modifications are permitted.*
a. EGR Plate: Fast Forward PN: FF200-301.
b. EGR Port Cover: Fast Forward PN: FF200-302."

FV
1. #36822 (Guy Bellingham) Disc Brakes
In FV, GCR section 9.1.1.C.4.D, change as follows:
"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 *not be cross-drilled and may* have a maximum of three pad cleaning grooves per side."

SRF
1. #36687 (Robey Clark) Update SRF Brake Rotor Thickness
In SRF, GCR section 9.1.8.D.1.X.g, change as follows:
"Brakes: Hawk Blue 9012 pads P/N 801993 must be used. Wilwood vented rotor P/N 800065 ~~shall~~*must* be used as delivered with no machining of any kind. Minimum thickness ~~12.20mm (0.481")~~*13.25mm (0.522").*"

2. #36739 (Robey Clark) Hoosier Tire Decal Placement
In SRF, GCR section 9.1.8.D.2.B, change as follows:
"Mandatory identification: "SRF3" near the side car numbers. "~~Hoosier" logo (4) on both sides front lower outer corners of the nose and each side of the tail.~~*Three (3) "Hoosier" logos, one (1) on each side of the car and one (1) on the center front of the car.*"

SRF3

1. #36681 (Robey Clark) Update SRF3 Air Filter Rule
In SRF, GCR section 9.1.8.D.2.H.23, change as follows:
"Air Filter: P/N WM301020~~ or K&N RC-9160~~"

GCR

1. #36623 (SCCA Staff) 3.1.5 SCCA TEST DAY CHANGE
In SCCA Test Days, GCR section 3.1.5.B, change as follows:
"*Sections* 9.1 *and 3.1.4.C* ~~identifies~~*identify* the classes of cars eligible to compete in SCCA Test Days."

2. #36695 (Peter Jankovskis) Proposed Clarification to GCR Appendix A Section 5
In Appendix A, section 5, change as follows:
"The SCCA Club Racing Board (CRB) establishes rules, specifications*,* and standards *for* competition vehicles, as well as for ~~for~~ scheduling, organization, conduct, and supervision of Road Racing programs~~,~~ and the licensing of drivers and officials."

3. #36829 (SCCA Staff) RM 24-07 93.30.1 Flagtronics
In IN-CAR FLAGGING SYSTEM, GCR section 9.3.30.1, add the following:
"All cars competing in the SCCA Runoffs (beginning in 2024) must have a functioning FT200 *or FT-RD* unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification may be made through the FT200 *or FT-RD* display or through the car's dash via an FT200 CAN Bus connection. It is recommended that the Flagtronics unit be installed with the buttons within the driver's reach while belted in the normal driving position to allow the driver to respond to messages from Race Control in the event of an impact that triggers the Flagtronics impact alert. The unique ID number of the Flagtronics unit must be provided to the SCCA during the event registration process or as defined by the event supplemental regulations."

General

None.

Grand Touring

GTL

1. #36588 (Isaac Preston) G16E-GTS Fuel Injection Spec Line Change
In GTL Spec Lines, Engines - Toyota, G16E-GTS, change Notes as follows:
"No Turbo~~,~~ *(Effective 11/1/2024)*~~No Direct injection~~."

2. #36653 (Roger Welling) GTL Alternate Weight and Choke Option for L16 engine
In GTL Spec Lines, Engines - NISSAN, L16 (limited Prep), change notes as follows:
"*(Effective 11/1/2024) Alt. chokes: 32mm @1910 lbs.* Comp. Ratio limited to 12.0:1. Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm. Drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for permitted limited level 2 build specs."

Improved Touring

ITS

1. #36256 (Joe Stadelmann) Add Spec Miata to ITS
In ITS Spec Lines, Mazda MX-5 / Miata (99-00), add to Notes:
"*(Effective 11/1/2024) May be run in full compliance to Spec Miata configuration and weight or to IT specification and weight.*"

2. #36373 (Josh Smith) NC ITS correction (E&O)
In ITS, Mazda MX-5 (06-15), change Weight as follows:
"*(Effective 11/1/2024)* ~~2600~~*2740*"

Legends Car

None.

Production

FP

1. #36700 (Martin Burk) Errors/emissions Honda Civic/CRX
In FP Spec Lines, Honda CRX / CRX Si (84-87), change Block Mat'l as follows:
"~~Iron~~*Alum*"

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

None.

Touring

None.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Michael West vs. SOM COA Ref. No. 24-20-CN
September 25, 2024

FACTS IN BRIEF
On June 23, 2024, following Race 2 for Group 3 at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of contact involving Jim Drago, driver of Spec Miata (SM #2), Rob Hines, driver of SM #4, and Jason Fichter, driver of SM #7, resulting in a multi-car incident at Turn 4.

The Stewards of the Meeting (SOM) Orval Brown and Matias Bonnier (Chairman) met, heard witnesses, reviewed video, and concluded no driver was at fault or in violation of General Competition Rules (GCR) 6.11.1.A-D. (On Course Driver Conduct).

Subsequent to the event, additional video of the incident became available and Mr. West appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Costa Dunias (Chairman) met on August 8, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. West, submitted July 1, 2024.
2. Notification of Appeal, received August 1, 2024.
3. Official Observer's Report and related documents, received August 1, 2024.
4. Video reviewed by the SOM from SM #2, SM #4, SM #7, SM #33, SM #51, SM #66, SM #74, SM #163, and SM #194, received August 1, 2024.
5. Additional video provided by the appellant from SM #0, SM #8, and SM #27, received August 1, 2024.
6. Letter of appeal from Mr. West with additional witness statements, received August 1, 2024.

FINDINGS
In his Appeal, Mr. West asserted the SOM closely examined video from the three cars involved at the front of the major multi-car incident and ruled the evidence was inconclusive on establishing fault. He further stated, "Their ruling was supported by the evidence available at that time." However, he discovered new and material evidence which became available following the event, initially in the form of a YouTube video. Mr.

West and Greg Amy, SMX/SM Class Ambassador for the event, contacted other participants and obtained additional witness statements and video for consideration. Mr. West contended these new documents and videos should be added to the body of evidence and the RFA reopened and reheard.

The COA found the new witness statements and video evidence should be considered by the SOM along with all original video and witness documentation. The COA invoked GCR 8.4.5.A.2. and requested the National Chairman of Stewards empanel a new SOM Court to rehear the RFA. The COA tabled the appeal pending their decision.

A new SOM court consisting of two Executive Stewards and a driver representative met, heard witnesses, reviewed witness statements and video, and reached a decision on the original RFA. Mr. Drago, Mr. Fichter, and Mr. Hines were informed of the SOM's decision on September 20-21, 2024, and their right to appeal the decision was explained. Mr. West was informed on September 24, 2024.

Based on the new SOM hearing of Mr. West's RFA, Mr. West withdrew his appeal.

DECISION
The COA accepts Mr. West's withdrawal request. The appeal is returned unheard. Mr. West's entire appeal fee will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Cam Ebben vs. SOM COA Ref. No. 24-21-CN
August 24, 2024

FACTS IN BRIEF

On June 22, 2024, following Race 1 for Race Group 7 at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Cam Ebben, driver of Spec MX-5 (SMX) #55, filed a Protest against Max Schweid, driver of SMX #198, for alleged violation of General Competition Rules (GCR) 6.11.1.A. (Avoid Contact) and B. (Allow racing room).

The Stewards of the Meeting (SOM) Dave Glodowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed witness statements and video, and concluded Mr. Ebben violated GCR 6.11.1.A , B, C, D. (Rules of the Road) for contact with SMX #198. The SOM penalized Mr. Ebben with three race weekends probation. The penalty assessed incurs 3 points on Mr. Ebben's competition license.

Mr. Ebben appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Spencer Gorham, and Costa Dunias (Chairman) met on August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Ebben, submitted July 3, 2024.
2. Notification of Appeal, received August 7, 2024.
3. Official Observer's Report with related documents and videos, received August 7, 2024.

FINDINGS

In his Appeal, Mr. Ebben stated, "The June Sprints SOM found me at fault for an incident with #198 Max Schweid." Mr. Ebben contended he was the only one harmed by the "self-spin" and therefore, should not be penalized. He provided no material evidence to bolster his assertion.

The SOM interviewed both drivers, obtained their witness statements, and viewed video from both cars, as well as a trailing car (SMX #32). The SOM determined Mr. Ebben contacted SMX #198 resulting in his spin.

The COA reviewed all evidence considered by the SOM. Mr. Ebben began a pass on Mr. Schweid on the front straight. Mr. Schweid left adequate racing room at all times. Mr. Ebben's in-car video shows he removed his right hand from the steering wheel prior to completion of the pass as he downshifted for Turn 1. The COA notes the steering wheel made two small moves to the left and the left rear of SMX #55 contacted the right front of SMX #198 causing SMX #55 to spin to the left in front of Car #198.

The COA finds Mr. Ebben in violation of GCR 6.11.1.A., B., and D. (Rules of the Road) by failing to complete a safe pass, initiating contact with another car, and depriving that car of racing room when he spun across the track. The penalty assessed was within the authority of the SOM per GCR 7.2. (Range of Penalties).

DECISION
The COA upholds the SOM decision in its entirety. Mr. Ebben'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Joseph Ebben vs. SOM COA Ref. No. 24-22-CN
August 21, 2024

FACTS IN BRIEF

On June 23, 2024, following a protest hearing at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of possible unsportsmanlike behavior by Joseph Ebben, a competitor in Race Group 7 for Spec MX-5 (SMX), during post-race impound.

The Stewards of the Meeting (SOM) Dave Glodowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed witness statements, and concluded Mr. Ebben violated General Competition Rules (GCR) 2.1.7. (Unsportsmanlike conduct) and 2.1.8. (Threatening another participant) for statements and actions directed against Max Schweid, driver of SMX #198, in post-race impound. The SOM penalized Mr. Ebben with six months suspension of his competition privileges followed by six months probation. The penalty assessed incurs 6 points on Mr. Ebben's competition license.

Mr. Ebben appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Lee Hill, Rick Mitchell, and Laurie Sheppard (Chairman) met on August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Ebben, submitted July 11, 2024.
2. Notification of Appeal, received August 7, 2024.
3. Official Observer's Report and related documents, received August 7, 2024.

FINDINGS

In his Appeal, Mr. Ebben asserted he was unaware of the investigation initiated against him and misunderstood Mr. Neff's email request for a written statement "to detail your interaction with Max Schweid during impound". Mr. Ebben stated he did not know Max Schweid was the driver of SMX #198 but does acknowledge in his appeal that he did speak to Mr. Schweid, making statements related to the on track incident between his nephew and Mr. Schweid. Mr. Ebben emphasized there was no physical contact between anyone from the Ebben family or crew and anyone associated with SMX #198.

The SOM interviewed numerous witnesses, including drivers, crew, and Hoosier Super Tour staff who were present during impound for Group 7 Race 1 on June 22, 2024. Based on witness testimony, the SOM investigated the incident as a potential violation of the Welcoming Environment statement in the Supplemental Regulations and engaged Chris Robbins, Director of Region Development for SCCA. Mr. Robbins independently verified the reported verbal engagement between the teams with additional observers.

The COA finds Mr. Ebben provided no compelling evidence sufficient to overturn the decision of the SOM. The SOM conducted a thorough and thoughtful investigation, came to a reasoned conclusion, and assessed a penalty that was within their authority per GCR 7.2. (Range of Penalties).

DECISION
The COA upholds the SOM decision in its entirety. Mr. Ebben'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
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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jett Ebben vs. SOM COA Ref. No. 24-23-CN
August 21, 2024

FACTS IN BRIEF
On June 23, 2024, following a protest hearing at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of possible unsportsmanlike behavior by Jett Ebben, a Spec Miata (SM) competitor in Race Group 3, during post-race impound for Race Group 7 including Spec MX-5 (SMX).

The Stewards of the Meeting (SOM) Dave Glodowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed witness statements, and concluded Mr. Ebben violated General Competition Rules (GCR) 2.1.5. (Failure to obey the direction of a race official) and 2.1.7. (Unsportsmanlike conduct) for statements and actions directed against Max Schweid, driver of SMX #198, in post-race impound and refusal to desist when directed to by race officials. The SOM penalized Mr. Ebben with six months suspension of his competition privileges. The penalty assessed incurs 6 points on Mr. Ebben's competition license.

Mr. Ebben appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Lee Hill, Rick Mitchell, and Laurie Sheppard (Chairman) met on August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Ebben, submitted July 11, 2024.
2. Notification of Appeal, received August 7, 2024.
3. Official Observer's Report and related documents, received August 7, 2024.

FINDINGS
In his Appeal, Mr. Ebben denied threatening Mr. Schweid and asserted his primary interest was to find out more about an on track incident between Mr. Schweid and Mr. Ebben's brother, Cam Ebben. He acknowledged emotions were high and were further inflamed by comments from uninvolved competitors in the area. Mr. Ebben also expressed concern that the hearing and investigation may have been biased against the Ebben family.

The SOM interviewed numerous witnesses, including drivers, crew, and Hoosier Super Tour staff who were present during impound for Group 7 Race 1 on June 22, 2024. Based on witness testimony, the SOM investigated the incident as a potential violation of the Welcoming Environment statement in the Supplemental Regulations and engaged Chris Robbins, Director of Region Development for SCCA. Mr. Robbins independently verified the reported verbal engagement between the teams with additional observers.

The COA reviewed all documents and individual statements gathered to complete the investigation and does not find evidence of bias or improper procedure by the SOM.

The COA finds Mr. Ebben provided no compelling evidence sufficient to overturn the decision of the SOM. The SOM conducted a thorough and thoughtful investigation, came to a reasoned conclusion, and assessed a penalty that was within their authority per GCR 7.2. (Range of Penalties).

DECISION
The COA upholds the SOM decision in its entirety. Mr. Ebben'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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Cam Ebben vs. SOM COA Ref. No. 24-24-CN
August 21, 2024

FACTS IN BRIEF

On June 23, 2024, following a protest hearing at the WeatherTech Chicago Region SCCA June Sprints held at Road America, Race Director Michael West filed a Request for Action (RFA) seeking investigation of possible unsportsmanlike behavior by Cam Ebben, a competitor in Race Group 7 for Spec MX-5 (SMX), during post-race impound.

The Stewards of the Meeting (SOM) Dave Glodowski, Jerry Wannarka, and Bob Neff (Chairman) met, heard witnesses, reviewed witness statements, and concluded Mr. Ebben violated General Competition Rules (GCR) 2.1.7. (Unsportsmanlike conduct) for statements and actions directed against Max Schweid, driver of SMX #198, in post-race impound. The SOM penalized Mr. Ebben with three race weekends probation. The penalty assessed incurs 3 points on Mr. Ebben's competition license.

Mr. Ebben appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Lee Hill, Rick Mitchell, and Laurie Sheppard (Chairman) met on August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Ebben, submitted July 11, 2024.
2. Notification of Appeal, received August 7, 2024.
3. Official Observer's Report and related documents, received August 7, 2024.

FINDINGS

In his Appeal, Mr. Ebben stated he approached Mr. Schweid, who was in his car. Mr. Ebben was attempting to discuss an on track incident between himself and Mr. Schweid when he was interrupted by Mr. Schweid's father and a race official. He asserted he was loudly and forcefully moved away from Mr. Schweid's car. Mr. Ebben contends he was never aggressive toward Mr. Schweid, but the situation quickly became more volatile and he left the area.

The SOM interviewed numerous witnesses, including drivers, crew, and Hoosier Super Tour staff who were present during impound for Group 7 Race 1 on June 22, 2024. Based on witness testimony, the SOM investigated the incident as a potential violation

of the Welcoming Environment statement in the Supplemental Regulations and engaged Chris Robbins, Director of Region Development for SCCA. Mr. Robbins independently verified the reported verbal engagement between the teams with additional observers.

The COA finds Mr. Ebben provided no compelling evidence sufficient to overturn the decision of the SOM. The SOM conducted a thorough and thoughtful investigation, came to a reasoned conclusion, and assessed a penalty that was within their authority per GCR 7.2. (Range of Penalties).

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
John Jenkins vs. SOM COA Ref. No. 24-25-NE
August 30, 2024

FACTS IN BRIEF
On Sunday, July 21, 2024, following Race 2 for Group 4 at the July MARRS race at Summit Point Motorsports Park, Theodore Cahall, driver of Spec Miata (SM) #78, filed a protest against John Jenkins, driver of SM #195, alleging violations of General Competition Rules (GCR) 6.11.1.A. (Avoid contact), B. (Allow racing room), and C. (Blocking) following contact in Turns 2 through 6.

The Stewards of the Meeting (SOM) Marshall Lytle, Larry Oliver, and A.G. Robbins (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Jenkins violated GCR 6.11.1.A. (Avoid contact) by gaining one position in class as a result of car-to-car contact. The SOM penalized Mr. Jenkins with a loss of two positions and assessed two penalty points on his competition license.

Mr. Jenkins appealed the SOM decision.

DATES OF THE COURT:
The Court of Appeals (COA) Costa Dunias, James Foyle, and Bev Heilicher (Chairman) met on August 22, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to appeal from Mr. Jenkins, submitted July 29, 2024.
2. Notification of Appeal, received August 9, 2024.
3. Official Observer's Report, in-car videos, and related documents, received August 9, 2024.
4. Additional video from Kevin Conlin (SM #4) and Ryan Heishman (SM #146), received August 9, 2024.

FINDINGS
In his appeal, Mr. Jenkins mistakenly stated he was found in violation of GCR 6.11.1.D. (Responsibilities during passing). He disputed the number of contacts made during the first lap of the race and whether he was solely responsible for the contact.

The COA examined the available documents and videos including the additional videos Mr. Jenkins provided with his appeal. The COA notes the Notification of the Stewards of the Meeting (SOM) Decision included in the Observer's Report states Mr. Jenkins was

"found in violation of GCR section(s): 6.11.1.A." The COA reviewed only the contact between Cars #78 and #195 during the first lap.

GCR 6.11.1.A. says "Drivers are responsible to avoid physical contact…" The COA finds Mr. Jenkins is not solely responsible for the contact occurring between Turn 2 and Turn 3. Video from the leading Car #146 shows SM #78 moving slightly to the right before completing his pass of SM #195. The right rear of SM #78 contacted the left front of SM #195 but did not result in a change in position.

In his witness statement, Mr. Jenkins acknowledged he lightly contacted Car #78 in Turn 5 but said it was unintentional and did not cause Car #78 to lose control. As the two cars continued toward Turn 6, Mr. Cahall began waving his right hand in the air before braking hard for Turn 6. The available video does not confirm additional contact between Cars #78 and #195, but the COA notes Car #78 went wide at Turn 6 and Car #195 rapidly slipped by.

While there is some evidence of shared responsibility in the contact between SM #78 and SM #195, the COA finds the additional video evidence is insufficient to overturn the decision of the first court.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Doug Johnson vs. SOM COA Ref. No. 24-26-CN
September 24, 2024

FACTS IN BRIEF
On July 21, 2024, following Race 2 for Group 3 at the Meowdi Gras CAT Majors race held at Road America, Assistant Chief Steward (ACS) Doug Johnson filed a Chief Stewards Action (CSA) against Vaughan Scott, driver of Prototype 2 (P2) #25, penalizing him with disqualification and assessing one penalty point on Mr. Scott's license. ACS Johnson found Mr. Scott violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) when he passed Formula Atlantic (FA) #17, driven by Kamil Kopko, under full course caution conditions. Mr. Scott protested the Chief Steward's action.

The Stewards of the Meeting (SOM) Bob Herman, Ed Locke, John Maurus, and David Karling (Chairman) met, interviewed Mr. Scott, reviewed witness statements and video, and concluded Mr. Scott avoided contact with FA #17 by passing before the incident. The SOM upheld the protest, restoring Mr. Scott's position and points, and rescinding the penalty point assessed with the original penalty.

ACS Johnson appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) James Foyle, Spencer Gorham, and Costa Dunias (Chairman) met on August 15, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Mr. Johnson, submitted July 30, 2024.
2. Notification of Appeal, received August 12, 2024.
3. Official Observer's Report with related documents and videos, received August 12, 2024.
4. Email rebuttal from Mr. Scott, received August 15, 2024.

FINDINGS
Mr. Johnson based his appeal on alleged procedural errors by the SOM. He contended he was not informed when and where the protest would be heard, nor was he interviewed or invited to provide a written witness statement to support his action taken against Mr. Scott. In his appeal, Mr. Johnson provided additional data from Timing and Scoring not considered by the SOM and he shared his analysis of Car #25's speed

under full course caution while approaching the starters stand. Finally, he requested a rehearing of the protest.

The SOM reportedly interviewed Mr. Scott in person and reviewed witness statements from a Starter and several Timing and Scoring volunteers. They collected the full race video from P2 #25 and a segment of the track's video showing the pass occurring. The Hearing and Decision form names ACS Johnson as the Protested Party but does not list him in Witnesses Heard nor is a witness statement from him listed in Documents and Evidence.

The COA finds GCR 8.2. (Hearings and Judgments) requires all parties in an action to be notified when and where the hearing will occur. It also states each party must be heard separately and privately. Mr. Scott's protest was against "Chief Steward". The SOM listed Doug Johnson as the Protested Party but did not solicit his testimony nor give him an opportunity to provide a statement. Due to this procedural error, the COA nullified the original SOM decision and requested the Chairman of the Stewards Program empanel a new SOM court to conduct a full hearing of all parties in this action as provided for in GCR 8.4.5.A.2. (Ordering a rehearing). The COA tabled Mr. Johnson's appeal pending a ruling from the new SOM court.

A new SOM court consisting of three Executive Stewards met, heard witnesses, reviewed witness statements and video, and reached a decision on the original protest. Mr. Scott and Mr. Johnson were informed of the SOM's decision on September 13, 2024, and their right to appeal the decision was explained.

Based on the proper hearing of Mr. Scott's protest, Mr. Johnson withdrew his appeal.

DECISION
The Court of Appeals accepts Mr. Johnson's withdrawal request. The appeal is returned unheard. Mr. Johnson's entire appeal fee will be returned.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Bill McGavic vs. SOM COA Ref. No. 24-27-SE
September 24, 2024

FACTS IN BRIEF

On Saturday, August 31, 2024, following the Qualifying Race for Group 2 at the Members Memorial 2024 Regional held at Sebring International Raceway, Assistant Chief Steward Phil Croyle filed a Request for Action (RFA) seeking investigation of contact between Grand Touring-3 (GT3) #69, driven by Bill McGavic, and GT3 #76, driven by Dr. Andrew Lott, at Turn 17 at the end of the first lap of the race.

The Stewards of the Meeting (SOM) Sherri Croyle, John Edridge, Herbert Gomez, and Mark Russell (Chairman) met, heard witnesses, reviewed video, and concluded Mr. McGavic violated General Competition Rules (GCR) 6.11.1.B. (Allow racing room) by initiating contact in Turn 17. The SOM penalized Mr. McGavic with a loss of position ~~of~~ by moving him to last in class and assessed one penalty point on his competition license.

Mr. McGavic appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Bev Heilicher (Chairman) met on September 12, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to appeal from Mr. McGavic, submitted on September 7, 2024.
2. Notification of Appeal, received September 12, 2024.
3. Official Observer's Report, in-car videos, and related documents, received September 12, 2024.
4. Comments from Mark Russell, received September 13, 2024.

FINDINGS

In his Appeal, Mr. McGavic asserted the SOM did not properly apply the Rules of the Road (GCR 6.11.1.) with respect to the requirements to provide racing room as indicated in Appendix P. He alleged he provided racing room on driver's right at the Apex of Turn 17, declaring "The rule requires a car width." Mr. McGavic acknowledged the cars had contact several times but stated he did not swerve nor block at any time during these contacts.

The SOM based their decision on interviews and witness statements with Mr. McGavic and Dr. Lott, as well as examination of video provided by Frank Reinhart, driver of Spec Corvette (SC) #53, a trailing car. The SOM determined both drivers were at fault in the incident although Mr. McGavic bore greater responsibility in the first contact by not providing adequate racing room.

The COA reviewed the available documents and video and determined both drivers had a responsibility per GCR 6.11.1.B. to adjust to the racing conditions. As the two cars approached Turn 17 with Mr. McGavic ahead of Dr. Lott, both drivers reacted to a spinning car sliding off to driver's left. Dr. Lott moved to the inside, making a tighter entry to the turn and not fully reaching the track edge at the apex. Mr. McGavic held a wider line and crossed over toward the apex as if the two cars were in parallel. Mr. McGavic's right front contacted Dr. Lott's left front. As the pair moved left across the track they made contact several more times. Ultimately, Dr. Lott spun, contacted the wall on driver's right, and Mr. McGavic continued. The COA notes GCR 6.11.1.B. does not define "racing room" as a single car width. Rather, it is "sufficient space on the marked racing surface" for the other driver to "maintain control of his car". Mr. McGavic and Dr. Lott each could have avoided contact by providing additional racing room and therefore, they shared responsibility for the repeated contact on the straightaway.

The COA finds the SOM properly heard the RFA given the available evidence and witness testimony. However, the SOM improperly assessed one penalty point on Mr. McGavic's competition license. A penalty of loss of position assessed by the SOM incurs two penalty points on the driver's competition license per GCR 7.4. (Penalty Points). The COA finds insufficient new evidence to overturn the decision.

DECISION

The COA upholds the SOM decision with modification to the Penalty Points assessed. Mr. McGavic's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be refunded.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Dr. Andrew Lott vs. SOM COA Ref. No. 24-28-SE
September 24, 2024

FACTS IN BRIEF
On Saturday, August 31, 2024, following the Qualifying Race for Group 2 at the Members Memorial 2024 Regional held at Sebring International Raceway, Assistant Chief Steward Phil Croyle filed a Request for Action (RFA) seeking investigation of contact between Grand Touring-3 (GT3) #69, driven by Bill McGavic, and GT3 #76, driven by Dr. Andrew Lott, at Turn 17 at the end of the first lap of the race.

The Stewards of the Meeting (SOM) Sherri Croyle, John Edridge, Herbert Gomez, and Mark Russell (Chairman) met, heard witnesses, reviewed video, and concluded Dr. Lott violated General Competition Rules (GCR) 6.11.1.B. (Allow racing room) for the continued contact in Turn 17. The SOM penalized Dr. Lott with a loss of position by moving him to last in class and assessed one penalty point on his competition license.

Dr. Lott appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Bev Heilicher (Chairman) met on September 12, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to appeal from Dr. Lott, submitted on September 8, 2024.
2. Notification of Appeal, received September 12, 2024.
3. Official Observer's Report, in-car videos, and related documents, received September 12, 2024.
4. Driver Advisor Report from Paul Gauzens, received September 12, 2024.
5. Comments from Mark Russell, received September 13, 2024.

FINDINGS
In his Appeal, Dr. Lott asserted the SOM did not follow procedural protocols in regard to the incident at the apex of Turn 17. He states he was denied the ability to make a verbal statement or be asked and respond to questions or discuss his video prior to a decision being made. He also notes errors on written documents provided him and the notification form is unsigned. In his opinion, the SOM did not properly apply the Rules of the Road (GCR 6.11.1.) with respect to the requirements to provide racing room.

The SOM based their decision on interviews and witness statements with Dr. Lott and Mr. McGavic as well as examination of video provided by Frank Reinhart, driver of Spec Corvette (SC) #53, a trailing car. The SOM determined both drivers shared responsibility for at least some of the contact that occurred as the pair exited the turn.

The COA reviewed the available documents and video and determined both drivers had a responsibility per GCR 6.11.1.B. to adjust to the racing conditions. As the two cars approached Turn 17 with Mr. McGavic ahead of Dr. Lott, both drivers reacted to a spinning car sliding off to driver's left. Dr. Lott moved to the inside, making a tighter entry to the turn and not fully reaching the track edge at the apex. Mr. McGavic held a wider line and crossed over toward the apex as if the two cars were in parallel. Mr. McGavic's right front contacted Dr. Lott's left front. The pair exited the corner with Dr. Lott on the right alongside Mr. McGavic. They continued moving left across the track, making contact several more times as Mr. McGavic was pushed closer to the left-side wall. Ultimately, Dr. Lott spun, contacted the wall on driver's right, and did not finish the race. Dr. Lott and Mr. McGavic each could have avoided contact on the exit of the turn by providing additional racing room and therefore, they shared responsibility for the repeated contact on the straightaway.

The COA finds the SOM carefully reviewed the RFA given the available evidence and witness testimony. However, since Dr. Lott did not finish the race and was scored as DNF (did not finish), the position penalty assessed to Dr. Lott cannot be enforced. The COA modifies the penalty to a Reprimand for violation of GCR 6.11.1.B. (Provide racing room) on the exit of Turn 17. The one penalty point assessed on his license will remain, as per GCR 7.4.A.1. The race results will be modified to reflect the change in penalty. The COA finds insufficient new evidence to overturn the decision and instead, modifies the penalty assessed to Dr. Lott.

DECISION
The COA upholds the SOM decision with modification. Dr. Lott's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be refunded.

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

CLUB RACING BOARD MINUTES | October 15, 2024
The Club Racing Board met by teleconference on October 15, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Mike Cobb, President and CEO, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory
None.

No Action Required
AS
1. #36504 (Dan Hardison) Jan 2024 Fastrack - Allow
Thank you for your letter. Please see letter # 37139 in current Fastrack.

2. #36669 (Desi Colon) Muncie M22 Transmission
Thank you for your letter. Please see letter # 37139 in current Fastrack.

3. #37107 (Michael Kamalian) Clutches for Restricted Prep
Thank you for your letter. Please see letter # 37139 in current Fastrack.

B-Spec
1. #36029 (Eric Yagel) Camber Plate Mounting Rule Clarification.
Thank you for your letter. The rule is adequate as written. The committee will continue to monitor modifications to shock towers.

2. #36589 (Trenton Kramer) Increase restrictor or reduce weight for OE Cat 07-10 R56 Mini
Thank you for your letter, adjustments to the R56 Minis using the OE catalyst will be part of the post-Runoffs BOP discussion for the BSAC.

FF
1. #36456 (Doug Learned) Honda Fit Pistons
Thank you for your letter. Please see the response to letter #37064 in the current Fastrack.

2. #36468 (Kenneth Bouquillon) Honda Fit OEM Pistons
Thank you for your letter. Please see the response to letter #37064 in the current Fastrack.

General
1. #36282 (Anthony Parker) Future RunOffs
Thank you for your letter. The Club Racing Board appreciates your comments and has taken them into consideration. As mentioned by Eric Prill, revenue from the test days help to pay for the Runoffs.

2. #36283 (Norm Murdock) Response To CRB June 13 Road Racing Program Proposal Webinar
Thank you for your letter. The Club Racing Board appreciates your comments and does its best to stay on top of the BOP. Much of the trouble with setting an accurate BOP is that often times data is not available on a given car because it (they) are not regularly campaigned. The data program will be working overtime in 2025.

3. #36285 (Armen Megregian) 2025 Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments and is considering various alternatives to the points program, a few of which incorporate several of your ideas. Thanks for your support!

4. #36286 (Stephen K Jones) Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments and would like to improve the skill level of those involved in both Majors and HST.

5. #36287 (Chris Prevenas) SCCA Runoffs - Webinar Feedback
Thank you for your letter. The Club Racing Board appreciates your comments. As was announced earlier, the Runoffs qualification criteria will be left static so that other changes can be considered in a vacuum. Also, revenue from test days contributes to the finances of Runoffs and helps to reduce the cost of entry. Thank you for your support as a flagger and racer!

6. #36290 (Jim Drago) 2025 runoffs change proposal
Thank you for your letter and support of the proposed changes. Get well soon!

7. #36292 (Jon Sewell) New Runoffs format
Thank you for your letter and support of the changes.

8. #36294 (Joseph McClughan) Club Racing Proposed Changes
Thank you for your support of the proposed changes.

9. #36295 (Robert Stretch) Nice Move on Tentative Runoffs Plans
Thank you for your support; we are hopeful that you will get those extra cars to Runoffs in 2025!

10. #36296 (Stu Cowitt) Runoffs Proposal
Thank you for your letter. The revenue from testing helps to cover costs of Runoffs and lower entry fees.

11. #36297 (Richard Wiese) Club Racing Seminar/Proposal - In Support
Thank you for your support of the proposal; we look forward to seeing you in 2025!

12. #36298 (Michael Collins) Runoffs Consolidation
Thank you for your letter; we do have a vintage rule set but need to better exploit those opportunities.

13. #36299 (James Cahill) 2025 Program Changes Feedback
Thank you for your letter. Pre "Majors" there was no Regional path to the Runoffs; it was only accomplished by running Nationals. And, based on entry numbers at Runoffs, very few have taken advantage of the Regional path to the Runoffs since its inception. The path to the 2025 Runoffs should still include the 2+2 path (Participation in two regional weekends count as one Majors weekend).

14. #36300 (David Fiorelli) 2025+ National Racing Proposal
Thank you for your letter and interest. We will be evaluating class performance and the proposal on a continuing basis and make changes as necessary to improve the events and racing.

15. #36301 (Tom Patton) 2025 Runoffs Changes
Thank you for your letter, Tom. The Club Racing Board appreciates your comments.

16. #36302 (Brian Slater) 2025+ Runoffs
Thank you for your letter and suggestion. We too would like to improve participation AND competition during the season thus the initial proposal which would have limited Runoffs invitations to the top 1/3 of the points finishers. That however has been put on hold so that the other changes can be fully evaluated.

17. #36303 (Collin Jackson) 2025 Proposal Feedback
Thank you for your letter and good suggestions!

18. #36304 (Wade White) Proposed Changes to National Road Racing Program
Thank you for your letter and support Wade!

19. #36305 (TIM LINERUD) National Road Racing Proposal from 6/13/2024
Thank you for your letter, your comments are understood. With the ever increasing costs of track time and over-subscription of a number of classes some changes are necessary and unfortunately, those classes that are not being supported by entrants at Majors/HST/Runoffs will be impacted. That being said, every effort will be made to have a place for those members and their cars to race.

20. #36306 (Charles Hanson) General Observation / Comment on Proposal
Thank you for your letter and the concerns you express. We intend to arrive at a very stable and consistent set of rules for the classes. Runoffs-eligible classes will continue to be announced by January 1.

21. #36307 (Tim Lyons) Road Racing Proposal
Thank you for your letter and support.

22. #36308 (David Vande Berg) Runoffs Participation
Thank you for your letter and thoughtful ideas; many of your points have been discussed and given serious consideration. Hopefully some will be implemented in the future.

23. #36309 (Hayes Lewis) New Runoff Rules.
Thank you for your letter and concerns expressed therein.

24. #36311 (Tom Miserendino) Feedback to Road Racing Changes
Thank you for your letter. The Club Racing Board appreciates your comments and support. That being said, it is important to maintain our formula and prototype classes which differentiate the SCCA from other sanctioning organizations.

25. #36312 (Matthew Davis) Feedback on Road Racing Proposal
Thank you for your letter. The Club Racing Board appreciates your comments. We are cognizant of the fact that many regions do not have robust road racing programs, thus the reason that there are more Majors classes than Runoffs-eligible classes.
26. #36313 (John Clark) Comment on Proposed 2025 Changes
Thank you for your letter and thoughts on the schedule.

27. #36314 (Peter Davis) Road Racing Proposal
Thank you for your letter and support.

28. #36315 (Ted Heinritz) RUN-OFFS Reducing Race Classes
Thank you for your letter Ted. The costs associated with a bifurcated Runoffs are much higher not to mention the difficulty of recruiting volunteers.

29. #36316 (Jeff Banker) Response to Proposal
Thank you for your letter and support.

30. #36318 (Brian Farnham) Runoffs Changes
Thank you for your letter and comments. One of our primary goals is to improve racing during the season; your ideas are much appreciated.

31. #36319 (Doug Weaver) Positive Changes
Thank you for your letter and support; we look forward to seeing you on track in 2025!

32. #36320 (Ann Burke) Proposed Changes to Runoffs Invitation Criteria
Thank you for your letter and thoughts on the combined races.

33. #36321 (Rick Shirlds) Runoffs Changes
Thank you for your letter. Please refer to Eric Prill's second town hall where he elaborates on the savings that should be realized by competitors and volunteers alike. Much of the impetus for change comes from the need to accommodate the aging volunteer population.

34. #36322 (Jim Creighton) Cutting Entries to the Super Tour
Thank you for your letter. Presently there are no changes to Majors or HST eligible classes although staff is reviewing such. Please reference GCR section 3.1.1.E.

35. #36323 (Jim Ricketts) New Road Racing Plan
Thank you for your letter and comments. Our Executive Stewards headed by Kevin Coulter are tightening down on driver behavior and further consideration is being given to tightening the allowed time deviation.

36. #36328 (Rich Grunenwald) Runoffs Criteria Changes for 2025 and Beyond
Thank you for your letter comments; they are well stated and much appreciated. We hope to maintain a viable program for classes which are displaced from Runoffs such as the ARRC or similar events.

37. #36329 (James Rogerson) 2025 Proposal
Thank you for your letter. The Club Racing Board appreciates your comments.

38. #36330 (J. David Orem) 2025 Runoffs Proposed Changes
Thank you for your letter. Mixed run groups are inevitable and require respect and discipline of each and every driver. Combining the open wheel classes is difficult as they simply do not mix well. They too pay an entry fee and are entitled to an opportunity to participate and race as every other car. Our Executive Stewards, led by Kevin Coulter, are committed to improving driver behavior and have been penalizing driving infractions in a consistent but firm fashion. We are already seeing positive results and expect this to continue into 2025.

39. #36331 (Pamela Richardson) Response to Runoffs Proposal
Thank you for your thoughtful letter. Most if not all of your points have been discussed by Staff, BoD, and the CRB. As was announced in the second townhall, a pause has been made as to tightening Runoffs invitations. For 2025 it will remain the top 50%. If/when this is reduced to the top 1/3 the concept will be to improve competition during the season.

40. #36332 (Michael Kaminsky) Change to Ways to the Runoffs and Runoffs Schedule
Thank you for your letter, Mike. Change is difficult but is being made for the betterment of the organization as a whole.

41. #36333 (Sean Hedrick) Road Racing Program Update
Thank you for your letter. We are working to make certain everyone has a place to race and that the Runoffs represent the "best of the best"!

42. #36334 (Jay Pistana) Full Speed Ahead
Thank you for your letter and support of the proposed changes.

43. #36335 (Spencer Bogar) Recent Proposed Changes to Runoffs, Super Tour & Majors
Thank you for your letter. Spencer, we appreciate your support.

44. #36336 (James Regan) 2025 Runoffs
Thank you for your letter and comments. SMX has proved to be a very successful class but, as you note, has put additional pressure on scheduling. Further changes to improve the racing experience for all can be expected.

45. #36337 (Robert Lentz) Feedback on Restructuring of the
Thank you for your letter and the numerous good ideas and thoughtful comments. Believe it or not, most if not all of these have been discussed at length as decisions have been made. Change is difficult but necessary, we look forward to your continued support and participation.

46. #36341 (Brian Leib) Eric Prill Zoom and the Future of T/SM/BS/ and Similar Classes
Thank you for your letter and thoughtful comments Brian.

47. #36342 (Anthony Jorgensen) Proposal Feedback
Thank you for your letter, we are working to improve participation and competition throughout the season making the invitation to Runoffs something that is earned rather than handed out as a result of participation.

48. #36343 (Brian Tomasi) Runoffs Proposal
Thank you for your letter. As our volunteer base ages it is becoming more difficult to staff Runoffs so a shorter event is a necessity. We are hopeful that the class combinations/consolidations that are being introduced in 2025-2026 will help to improve competition; the Runoffs exist to showcase the best of the best. Our competitors must realize that participation is a must; their class will not be preserved if they don't race.

49. #36344 (Brian Styczynski) Runoffs Proposal
Thank you for your letter. You pose an interesting and often discussed issue - should Runoffs be an open invitation or limited to the best of the best who compete to achieve an invitation? The Staff, BoD, and CRB believe that Runoffs should feature the top competitors in the top classes. As you mention however, times are changing so we will continue to monitor and adapt to as appropriate.

50. #36347 (Ben Minch) Proposed Changes to Road Racing
Thank you for your letter, Ben. The idea behind tightening the cut off for a Runoffs invitation to the top 1/3 of points is to increase competition during the season. That however has been paused, so in 2025 the criteria will remain the same, the top 1/2 will be eligible for an invitation. We look forward to your participation!

51. #36348 (Kevin Rich) Proposed Changes too Racing Program
Thank you for your letter and concerns. We are hopeful that the class consolidations will have a positive impact but are well aware that in the short term entries may suffer.

52. #36350 (Michael Sauce) Runoffs Proposal
Thank you for your letter, your comments and concerns are well stated.

53. #36351 (Gordon Kuhnley) In Defense of the Divisional Path or Give Us All Majors
Thank you for your letter. Before the Majors program was commenced there was no divisional path to Runoffs; only those competing at Nationals could earn an invitation. The 2+2 path will be retained. We appreciate your participation whether in Regional or Majors/HST events!

54. #36352 (Andrew Jenkins) 2025+ National Racing Proposal
Thank you for your letter Andrew. The Regional path has been utilized by very few of our Runoffs competitors. Before the Majors program was introduced there was not a path to Runoffs through Regionals, only Nationals. The CRB believes that there should be a bright-line between the Majors/National and Regional Programs. The 2+2 path will be retained.

55. #36353 (Tom Stephani) Runoffs Changes
Thank you for your letter, we hope to see you on an SCCA grid in 2025!

56. #36354 (David Muramoto) 2025 Runoffs Proposal Feedback
Thank you for your letter. The shortened event will achieve savings in lodging, meals, and time away from home/work. It also helps in staffing the event. Testing revenue helps to offset the costs of Runoffs for all and, but for that revenue entry fees would be significantly higher. As you note the program does not and was not intended to impact Regionals which are separate and distinct from Majors/HST. Those are intended to be focused upon the local demands. Prior to introduction of the Major's program the sole path to Runoffs was though National events. We appreciate your continued support of SCCA's Road Racing Program and hope to see you on the grid in 2025.

57. #36355 (Tom Burt) Runoffs Proposal
Thank you for your letter. For 2025 the qualification criteria will remain as the top 50% of points finishers. The concept behind tightening qualification criteria to the top 1/3 is to increase competition during the season, this change will be reconsidered for 2026.

58. #36356 (Mace Gjerman) Club/Vintage Fords as a Runoffs Class
Thank you for your letter. Club/Vintage FF cars are currently eligible for Runoffs/Majors/HST so long as they otherwise meet CGR standards.

59. #36359 (Raymond Pech) Responding to the Proposal for the Runoffs 2025 and Onward
Thank you for your letter, we appreciate your long standing commitment to SCCA!

60. #36360 (Dan Ver Kuilen) Runoffs Eligibility
Thank you for your letter. We appreciate your comments but note that prior to the introduction of the Majors the exclusive path to Runoffs was through National racing. Additionally, the Regional Path is not commonly utilized for Runoffs.

61. #36361 (David Moreno) Support of 2025 Proposals
Thank you for your letter and support of the proposed changes.

62. #36362 (Mary Goodbar) Response to Proposed Changes for the National Road Racing Program
Thank you for your letter and commitment to the organization. We are hopeful that competition will improve as we focus on quality over quantity for Runoffs.

63. #36364 (Brian Serfass) F600 Continue as SCCA Class Please
Thank you for your letter and support of F600. The class will continue as a Majors class and is being hosted at the 2025 AARC.

64. #36365 (Dave Killian) How Many Fewer Invited Participants?
Thank you for your letter. The change from top 1/2 to top 1/3 has been paused to consider the other changes that are being made to the program.

65. #36367 (Jim Murphy) Re-Doing the Runoffs
Thank you for your letter and concerns. The Runoffs are to feature the best of the best, quality over quantity, so while there may indeed be a net reduction in entries, we are hopeful that the competition and classes will be improved. The BoD, Staff, and CRB agree that Runoffs classes should meet or exceed the 10 car minimum. Our smaller classes will remain an important part of the SCCA family, many remaining eligible for Major's events.

66. #36369 (Bradley Davis) Runoffs Changes
Thank you for your letter. The CRB previously has presented schedules which featured a short qualifying race as you suggest as well as heat racing where points would be accumulated over three days of racing and the top point earner would be crowned as National Champion. Survey results did not favor a change to that type of format. Rest assured that we will continue to explore options that will make the event more appealing and exciting in the coming years.

67. #36370 (David Sterling) Response to National Racing Proposal
Thank you for your letter and interesting ideas, they will certainly be considered as we develop the program.

68. #36375 (Mark Utecht) Runoffs Changes
Thank you for your letter and the concerns you have expressed. The Regional path to Runoffs has not been popular and is expected to have a minimal impact on entries. Please be aware that the 2+2 path will remain in place.

69. #36376 (Graham Loughead) 2025+ National Racing Proposal
Thank you for your letter and the comments concerning our Road Racing Program.

70. #36378 (Tom Brown) Response to Runoffs Proposal
Thank you for your letter. While the intent is to reduce the number of classes at the 2026 Runoffs to 18, there will not be a similar reduction in Majors classes. Also, test days represent a considerable source of revenue for SCCA and contribute to the cost of hosting Runoffs. If SCCA were to drop testing entry fees would increase and it is very likely those days would be acquired by another organization which would host private testing. Again, thank you for your continued support and interest in SCCA's Road Racing Program.

71. #36379 (Austin Hilliard) 2025 Runoffs Proposal
Thank you for your letter. HST invited classes are yet to be determined/announced. Please however refer to GCR 3.1.1.E for specific guidance. The 2 year trailing average for an AUTOMATIC invitation to Runoffs will increase to 5.0 in 2025 but it is expected that a number of classes will be invited which do not hit that number.

72. #36380 (Richard Jones) Runoff Thoughts
Thank you for your letter and the suggestion of combining classes for Runoffs. It will certainly be on the table as we plot out the 2026 event.

73. #36381 (Paul MacFarlane) Re: Proposals for Changes - Runoffs, Super Tour and Majors
Thank you for your letter and concerns, the Club Racing Board appreciates your comments. Please refer to Mr. Prill's second town hall video.

74. #36385 (Chip VanSlyke) Runoffs / Majors Proposal
Thank you for your letter. Improved participation in the formula classes is necessary for them to maintain their status in Majors/HST/Runoffs. If the formula car drivers don't participate they cannot logically expect to have valuable time in the schedule allotted to them.

75. #36395 (Warren Montague) Runoffs Path Forward
Thank you for your letter Warren. We will give due consideration to your comments. And although there is an intent to reduce the number of Runoffs classes to 18, all of the Major's classes will remain eligible to qualify for Runoffs per the CGR.
76. #36396 (Kevin Kopecky) Proposed Changes to Club Racing
Thank you for your letter and your support for combining races at the Runoffs. It will be given due consideration in future meetings on the topic.

77. #36409 (Brian Schmalz) Re: Proposal for Significant Changes . . .
Thank you for your letter. The Club Racing Board appreciates your comments. F600 will remain as a Majors class in 2025. We look forward to you and your fellow competitors' continued participation and support of the class.

78. #36425 (Nick Bruni) Proposed 2025 Changes
Thank you for your letter. The Club Racing Board appreciates your comments. The schedules are organized to maximize time for all classes based on the number of run groups. Some classes simply are not compatible with one another necessitating additional run groups. Groups also become over subscribed requiring further break down. The schedule becomes even more difficult in the early races because of shorter days. We will continue to work to improve the experience for all members.

79. #36452 (Whitfield Gregg) Feedback on Changes to the National Road Racing Program
Thank you for your letter and the suggestions. For 2025 a pause has been placed on the qualifying criteria; it will remain the same as it was in 2024.

80. #36458 (MICHAEL DEVINS) 2 day runoffs - and class consolidation
Thank you for your letter and detailed interaction with the BoD and others during this period.

81. #36464 (Cory McLeod) Feedback regarding current club racing proposal
Thank you for your letter. The Club Racing Board appreciates your comments and would note that F600 will remain a Majors class. Please refer to GCR section 3.1.1.E and GCR section 9.1, which detail Majors and Super Tour classes.

82. #36465 (Lee Alexander) Proposed Changes to HST and Runoffs
Thank you for your letter. Please refer to our responses to letters #36742 and #36763 in this Fastrack. Your support of the Prototype class is appreciated.

83. #36472 (Norm Benson) Comments on the Proposed New Rules
Thank you for your letter. Traditionally there has been strong opposition to running combined sessions at Runoffs and a belief that each class deserves its own track time to race for a National Championship. If the Runoffs schedule transcends to something similar to June Sprints, how will that impact the event or its stature? Alternative point systems are under consideration which would weight points based on competition.

84. #36477 (Jim Devenport) Proposed Runoffs Changes to Eliminate Classes
Thank you for your letter. and support of the P1 class. Please refer to our responses to letters #36742 and #36763 in this Fastrack.

85. #36483 (Danny Steyn) Runoffs Changes
Thank you for your letter and support. Get well soon!

86. #36486 (Bill Styczynski) Runoffs Comments
Thank you for your letter. The Club Racing Board appreciates your comments and has put a pause on the change in qualifying criteria; that will remain the same in 2025 as it was in 2024.

87. #36491 (Gary Peck) Changing of the Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

88. #36595 (Michael Varacins) Proposed Runoffs Changes
Thank you for your letter and very thoughtful comments. One of the driving factors in shortening the Runoffs after many years and requests is our volunteer staff. Due to the demands of this event and the aging of our volunteers it is becoming increasingly difficult to staff an event of such duration.

89. #36604 (Kevin Kloepfer) Super Tour, Majors, Regionals
Thank you for your letter, Kevin, hopefully we will be able to implement some of your suggestions.

90. #36621 (MICHAEL DEVINS) run groups vs class consolidation
Thank you for your letter and support of the P1 and P2 classes. The CRB and BoD have heard from the membership that competition and run groupings are important and strongly believe that the Runoffs should represent the best of the best in U.S. Road Racing. The steps that have been proposed and are in the initial stages of implementation are aimed at improving competition and shortening the Runoffs for the benefit of both competitors and volunteers alike. The system is designed to encourage and reward the best classes and competitors. The classes that are invited to the Runoffs are not fixed, only the number.

91. #36629 (Dan McMahan) Loss of runoffs invitation
Thank you for your letter. In short, yes. A class can re-establish Runoffs eligibility.

92. #36658 (Dino LoDico) F600- Runoffs
Thank you for your letter and support of F600. The class will continue to participate at Majors events.

93. #36698 (Sven de Vries) Formula 600 - HST & Majors
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference GCR section 3.1.1.E for guidance on classes that are eligible for Conference Majors and Hoosier Super Tour events.

94. #36707 (George Bugg) Disappointed in My Club
Thank you for your letter. The Club Racing Board appreciates your comments. The "incompatible" reference was to the fact that the F600 cars cannot easily be combined or merged into a larger class. To further exacerbate the problem the small bore open wheel run group is the smallest at most events, especially those which are oversubscribed. F600 will continue to be a Majors class and we are looking at ways to improve the experience of all of our formula and prototype competitors.

95. #36708 (Bill Styczynski) Runoffs Comments
Thank you for your letter. In order to effectively shorten the Runoffs, which has been a request of competitors and volunteers for many years, it was necessary to limit qualifying to two days.

96. #36709 (Jason Hohmann) P1 / P2 Merge
Thank you for your letter. The Club Racing Board appreciates your comments. A meeting was held between stakeholders in the Prototype classes and several members of the BoD during the Runoffs. Based upon participation history and other factors it is believed that merger is the appropriate path to take as without such both P1 and P2 would be at risk of losing an invitation to the 2025 Runoffs. P2 rules will remain in the GCR and cars can compete under that rule set in the Prototype class in 2025.

97. #36710 (Brad Drew) Runoffs Changes
Thank you for your letter. The Club Racing Board appreciates your comments and continued support of formula car racing.

98. #36711 (Keith Joslyn) 2025 Runoff Classes
Thank you for your letter. The Club Racing Board appreciates your comments and support of F600. FC and FF share the same chassis rule set but for aero and have often times run together in SCCA events. F600 will remain a Majors-eligible class and as such has the ability to regain Runoffs status. We are also looking at other options to improve the experience for all of our formula and prototype competitors.

99. #36712 (James French) 2025 Mixed Runoffs Group
Thank you for your letter. We will consider this matter further as we plan for the 2025 Runoffs.

100. #36713 (Jay Beckley) Response to Runoffs participation webinar
Thank you for your letter. The Club Racing Board appreciates your comments and notes that F600 remains a Majors-eligible class. The class also remains eligible to regain Runoffs status.

101. #36714 (Kevin Kloepfer) Super Tour, Majors, Regionals
Thank you for your letter. We encourage you and other shops/competitors to promote ideas that will improve the program. We await your input!

102. #36717 (Bob Hudson) Feedback on 2025
Thank you for your letter and positive words.

103. #36718 (John Lindquist) Regional Club Racing
Thank you for your letter. The Club Racing Board appreciates your comments and we agree that the Regional program is the foundation of everything that we do as an organization. The Regional program is more adept at catering to the local demands and thus has autonomy from the National programs. We hope that the changes made to the Runoffs and eventually the Majors and HST events will benefit the Regional racing scene.

104. #36719 (Chip Romer) Runoffs-P1 Comment
Thank you for your letter, Chip. You make a very sound point.

105. #36721 (Jon Dounchis) P1-P2 Proposed changes
Thank you for your letter. Carbon-carbon and carbon-ceramic brakes are being phased out as of 2026 due to costs. We are advised by those involved in the carbon-carbon brake industry that such material is becoming increasingly difficult to source in the sizes required for P1 cars. The carbon material currently utilized in P1 applications features friction qualities not all that dissimilar to the best steel and metallic-ceramic pad combinations; the primary performance benefits are derived from the decrease in unsprung mass. To date, no empirical data has been presented which would indicate that traditional brake materials are insufficient in this application.

106. #36723 (Paul Jensen) Response to Runoffs Changes
Thank you for your letter, support, and enthusiasm. Please reach out to Staff to discuss your ideas and hopefully assistance in implementing some of your ideas.

107. #36726 (Danny Steyn) Runoffs Changes
Thank you for your letter and support of SCCA Racing. Get well soon!

108. #36729 (Jeff Lederman) Carbon Brake Elimination--More Notice Needed
Thank you for your letter there has been a delay in the implementation of this rule change proposed.

109. #36731 (Joe Aquilante) Runoffs Proposed Changes
Thank you for your letter, comments, and observations. The changes have been proposed to better the organization and its classes; we hope that ultimately you will support them.

110. #36732 (Blake Tatum) Runoffs Changes
Thank you for your letter and observations. The Staff has evaluated the financial impact of the changes and is confident that the event will be on strong footing into the future.

111. #36740 (Armen Megregian) Follow up to Letter 36285 for 2025 Runoffs
Thank you for your letter. A similar concept was surveyed last year and did not receive a favorable response.

112. #36742 (MICHAEL DEVINS) RUNOFFS ELEGIBLITY AND RUN GROUP DEFINITION
Thank you for your letter and for rallying support and involvement from within the prototype community. We encourage you to obtain the same participation level on-track that you have achieved in responses to the Prototype proposal.
- The Runoffs is intended to feature the best of the best in driver, equipment, and classes. Unfortunately, the prototype classes have regularly failed to meet the minimum 4.0 average, thus the merger. In the absence of such a merger, it is doubtful that either class would have received an invitation to the 2025 Runoffs.
- To allow both P1 and P2 to receive a Runoffs invitation based upon their combined average would be unfair to all other classes.
- By merging the classes and also allowing the P2 rule set to remain intact, P2 competitors may still race their cars without making any additional investment and presently retain Runoffs eligibility.
- Running combined classes together has been strongly opposed at the National Championship Runoffs.
- P2 will remain a Majors-eligible class in 2025. P2 cars are eligible to run in the P class with no changes if they so choose at Majors/HST/Runoffs.
- Working together, the prototype community can achieve and maintain Runoffs eligibility; running separately, P1 and P2 have not been able to achieve a 4.0 participation level.
- The P2 community can work together to run in the P class utilizing the P2 rules and recognize a P2 champion, and where appropriate SCCA Road Racing may provide support.
- A significant number of prototype cars exist within the SCCA's coverage, but participation levels have been well below the 4.0 goal. Participants have ownership for keeping prototype racing healthy, popular, and current.

113. #36745 (Sherman Chao) In Support of Letter #36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

114. #36746 (Michael Reupert) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

115. #36747 (Thomas Kaufman) In support of letter #36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

116. #36748 (Chris Young) Support of Letter #36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

117. #36749 (CALVIN STEWART) F600
Thank you for your letter. Please reference GCR section 3.1.1.E for Majors and Super Tour eligible classes.

118. #36753 (John Gyann) Letter 36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

119. #36756 (Jason Hohmann) !!!THIS LETTER IS IN SUPPORT OF LETTER # 36742!!!
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

120. #36758 (Greg Gyann) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

121. #36759 (Gary Peck) in support of letter submitted by Mike Devins
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

122. #36762 (Carl Liebich) This letter is in support of LETTER#36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

123. #36763 (John Bosso) Proposed changed to Prototype classes
The P1 and P2 classes are being combined due to a lack of participation. But for the merger, neither class would be likely to receive an invitation to the 2025 Runoffs. It is simply not possible to maintain a class for cars that do not race; it is unfair to those that do. While the merger is certainly not what everyone would prefer (reasonable fields of P1 and P2 cars would be in everyone's best interest), this does give competitors the opportunity to continue to race. P2 rules will remain in the GCR and the P2 class will continue as a Majors class in 2025. P2 cars may compete at Runoffs in the new Prototype class under the existing P2 rules or using the allowances provided under the new P rule set.

124. #36764 (Michael Major) Input to proposed rule changes for 2025
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference the response to letter #36763 in this Fastrack.

125. #36766 (Hans Bliss) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. Please reference our response to letter #36742 in this Fastrack.

126. #36767 (Chris Smith) A note of support for letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

127. #36768 (Bart Wolf) This letter is in support of letter 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

128. #36777 (Fred Michael) Runoffs Proposal Comments
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

129. #36778 (Tyler Thielmann) P1/P2 Class 2025 and Beyond
Thank you for your letter. The Club Racing Board appreciates your comments and concerns. We are hopeful that the merger will result in a bigger and stronger Prototype class.

130. #36780 (Todd Parks) Prototype Merger
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36763 in this Fastrack.

131. #36782 (Lee Alexander) P1 Class Consolidation
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack. Your continued support of Prototype racing is appreciated.

132. #36783 (Vaughan Scott) Support for letter # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

133. #36785 (Mike Beauchamp) Support of letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

134. #36786 (Brian Lindstrand) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

135. #36794 (Jim Devenport) Proposed Runoffs Changes to Eliminate Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

136. #36801 (Pat Wildfire) SCCA Proposal to Merge P1 and P2
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

137. #36802 (Bart Wolf) Combine P1 and P2
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

138. #36805 (Sven de Vries) Run Groups Nationals
Thank you for your letter. FF and FC are not being merged; they will remain separate classes. They will run in the same combined run group in the 2025 Runoffs.

139. #36808 (F Russell Strate Jr) response to proposed changes to Run Offs and National Racing
Thank you for your letter. The Club Racing Board appreciates your comments. F600 will remain as a Majors class and has the ability to regain its Runoffs status with improved participation numbers.

140. #36809 (TIM DAY) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

141. #36814 (John Goeden) this letter is in support of letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

142. #36816 (JOHN MACINTYRE) Support for LETTER #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

143. #36820 (George Dean) This letter is in support of letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

144. #36837 (John Ryman) Letter is in support of LETTER #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

145. #36839 (LUCIAN PANCEA) Letter is to support of letter# 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

146. #36843 (Douglas Woods) Class Changes for 2025
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36763 in this Fastrack. Thank you for your support of prototype racing in the SCCA.

147. #36849 (Michael Moulton) Support of letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

148. #36854 (Charles Bryant) “THIS LETTER IS IN SUPPORT OF LETTER # 36742”
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

149. #36863 (Dan McMahan) Combining of classes
Thank you for your letter. FF and FC are not being merged or combined. The two classes will run in the same group/race at the 2025 Runoffs.

150. #36882 (Jack Baruth) Supporting Mike Devins, #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

151. #36885 (H. Lund) Support for Mike Devins letter re: the combining of P1 and P2
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

152. #36886 (Fred Michael) Support for letter 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack. Your continued support of prototype racing is appreciated.

153. #36891 (Brian Schmalz) A Better Plan for FC
Thank you for your letter. FF and FC are not being combined or merged. They will remain separate classes. They will share the same run group at Runoffs in 2025.

154. #36894 (Chris Vian) I support Letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

155. #36896 (Eddy Chan) This Letter is in Support of LETTER #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

156. #36897 (Mark Ditchkus) Owner Driver P1/P2
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our responses to letters #36742 and #36763 in this Fastrack. Your continued support of prototype racing is appreciated.

157. #36900 (Joe Viso) This Letter is in Support of LETTER 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

158. #36904 (Jason Vinkemulder) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

159. #36910 (Greg Labadie) This letter is in support of Letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

160. #36926 (Richard Jones) Runoffs Format
Thank you for your letter. The Club Racing Board appreciates your comments and will continue to consider various ideas for improving the Runoffs and the SCCA Road Racing Program in general.

161. #36963 (Denver Liabenow) This Letter is in Support of letter 36742, Michael Devins
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

162. #36969 (Griffin Burt) This letter is in support for letter #36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

163. #36970 (Noah Hambayi) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

164. #36971 (Naia Day) THIS LETTER IS IN SUPPORT OF LETTER # 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

165. #36972 (Eric O'Brien) P1/P2 Combination Proposal/How P2 Rules are killing the class
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our responses to letters #36742 and #36763 in this Fastrack. Your continued support of prototype racing is appreciated.

166. #37038 (Dave Freitas) Letter #36742 Support
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our response to letter #36742 in this Fastrack.

167. #37043 (Johnnie Crean) P1/P2 Class Merger
Thank you for your letter. The Club Racing Board appreciates your comments and has taken them into consideration. Please reference our response to letter #36763 in this Fastrack.

168. #37044 (Jim Devenport) Proposed Runoffs Changes to Eliminate P1 & P2
Thank you for your letter. The Club Racing Board appreciates your comments. If on-track participation were as strong as the response to the proposal, the class would not be faced with a merger. Please reference our responses to letters #36742 and #36763 in this Fastrack. Your continued support of prototype racing is appreciated.

169. #37056 (Jason Martin) Provision for F600 to Run National Events
Thank you for your letter. The Club Racing Board appreciates your comments. F600 will remain as a Majors-eligible class in 2025. Please reference GCR section 3.1.1.E and GCR section 9.1 for those classes that are included in the Conference Majors and Super Tour events.

170. #37062 (Jason Fraley) A Plea for Rule Reversal
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference our responses to letters #36742 and #36763 in this Fastrack. Your continued support of prototype racing is appreciated.

171. #37097 (Sherman Chao) Survey of P1/P2 Drivers on Future of P Class from 2024 Runoffs
Thank you for your letter and the outstanding work on your survey. Your discussions with the members of the BoD at the Runoffs have been reviewed and considered by the BoD liaisons, Staff, and CRB. Unfortunately, there does not appear to be a valid reason to reverse course on the planned merger of P1 and P2. An exception has been made so that the P2 rule set will remain in the GCR and P2 will continue as a Majors class in 2025. Further, P2 participants can run in the new P class without any cost or modification to their car; this class will be participating at the 2025 Runoffs.

172. #37108 (Mirl Swan) Class Mergers, Consolidations, Proposals
Thank you for your letter. The Club Racing Board appreciates your comments but is committed to the premise that Runoffs participation should be based on competition in SCCA events throughout the year.

173. #37159 (Young) P1 and P2 Consolidation
Thank you for your email and your support of the P2 class. To answer your question as to the overpowering reason why the classes must be combined, it comes down to the fact that the effort to maintain two prototype classes with distinct levels of performance has failed to grow either class. The total number of prototype entries was larger when the P1 & P2 classes produced similar lap times (2014 - 2018). As rule changes enlarged the performance differential, the total number of entries declined (2019 to present). This suggests that prototype drivers as a group are attracted by speed potential and efforts to establish differing performance levels were misguided. Combining in a single class may yield the best long run result for prototypes.

As to why both the P and P2 classes will continue as Majors classes, the original proposal required P2 drivers to upgrade to P with P2 being discontinued. The proposal was revised to restore the P2 class so drivers could continue competing in the SCCA if they feel that the cost of upgrading is too high or they need more time to upgrade.

You are correct that a Runoffs race group can consist of two classes. That in fact was the case at the first Runoffs and has continued to be the case at various times since. However, the Runoffs has always been intended to showcase competition among drivers in a common class, which is accomplished with a split start of the two classes. Extending this to three or more classes is unwieldy, which is why the proposal to run P1, P2, and FA together was rejected.

EP
1. #36736 (Henry Long) Request 2003 Mazda 6 for EP Level 2
Thank you for your letter. After discussion with the letter writer, it was determined that STU would be a better fit to consider running this existing car at its existing prep level, as it can be campaigned there as-is right now with no additional classification activity necessary. If the letter writer does wish to eventually prep his car to and run it within the Production Category Ruleset, then a request to classify into EP could be reconsidered at that time.

SMX5
1. #36847 (Benjamin Merwin) Spec MX-5 Tires
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

2. #36859 (Cooper Hicks) Toyo Tires
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

3. #36860 (Kirk Haag) Toyo Tires
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

4. #36861 (Stephen K Jones) Spec Tire - Stay with Toyo!
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

5. #36862 (Chris Smith) Toyo Tires
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

6. #36887 (Will Schrader) Spec MX-5 Tires
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

7. #36916 (Jarrett Jones) SMX Spec Tire
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

8. #36933 (Todd Miller) SMX Spec Tire
Thank you for your letter. SMAC agrees with staying on the Toyo for 2025 is the right decision.

Not Recommended

GCR

1. #36875 (Fred Brinkel) Split Starts - GCR 6.5.5.C.
Thank you for your letter. The current GCR wording allows the flexibility you are requesting.

GTL

1. #36733 (Erik Madsen) Combination of GTL and FP
Thank you for your letter. The CRB's intention is to collect data starting early in 2025; if data shows that adjustments are needed for BOP they will be done quickly. The intention is an accurate BOP between both classes being combined.

2. #36734 (Isaac Preston) New GTL FP Rules Spec
Thank you for your letter. At this time the CRB's intention is to monitor the FP/GTL cars comparing between the FP and GTL rule sets in order to achieve an accurate BOP. The CRB's goal is to get as much data as possible from the Runoff's and early 2025 season races. Participation will be paramount in achieving a proper BOP.

3. #36735 (Isaac Preston) New GTL FP Rules Spec
Thank you for your letter. Please see the CRB response to your letter #36734 in current Fastrack.

Prod General

1. #37004 (Mike W. Ogren) Please Accommodate a Modern Tire Option, 100TW, 200TW
Thank you for your letter, but this is not recommended. Competitors are already allowed to run whatever tire they choose in the Production Category provided it is fitted to a permitted wheel per their spec line. There is zero intention or desire to begin making special weight/competition balance allowances for whatever different tires a competitor may choose to run.

SM

1. #36954 (Tyler Brown) Allow Supermiata

Thank you for your letter. At this time the SMAC does not believe this should be allowed. This is a new product that appears to be manufactured overseas and has barely hit the market; there is very little real world usage for us to consider this as viable for the class. Many different hubs for the Miata have been brought to market in the last couple of years just to be pulled from the market after use showed flaws in the design or manufacturing. OE and OE Equivalent hubs are still readily available for these cars so we do not see this as a necessary change at this time.

2. #36994 (Chris Ciufo) Allowing Supermiata

Thank you for your letter. Please see response to letter # 36954 in current Fastrack.

SMX5

1. #36984 (Ryan Gutile) Spec Tire Options

Thank you for your letter. We anticipate a tire test during the 2025 season for implementation in 2026 for SMX. Open tires in SMX is not nor will be an option for a spec 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.

AS

1. #37139 (American Sedan Committee) proposed 2025 AS rule set

In GCR, Section 9.1.6. AMERICAN SEDAN CATEGORY, replace with new rule set as attached:

9.1.6. AMERICAN SEDAN CATEGORY

These specifications are part of the SCCA GCR, and all automobiles shall conform to GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in lower cost V8 powered automobiles, suitable for racing competition. Cars eligible for this class are listed at the end of 9.1.6. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. Modifications will be grouped into two categories, "Full" preparation, and "Restricted" preparation. All modifications will specify the category to which they apply. The Club may alter or adjust certain specifications to equate competitive potential.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

1. The competitiveness of any car in American Sedan shall not be guaranteed. *Adjustments may be made to all vehicles to achieve a Balance of Performance, BOP.*

   Restricted Preparation Cars Only: Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based data- bases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/ Service Manual upon request is adequate for disqualification from any event.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.
2. Cars are classified by year, make, model and/or engine displacement (see Section E., "Car Classification").
   a. Restricted Preparation American Sedan cars must provide their Vehicle Identification Number (VIN), upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.

b. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.

c. Cars potentially eligible for Restricted Preparation may be required to run in Touring for at least two years before being classified in American Sedan. Cars not classified in Touring will be considered, on an individual basis, when adequate information is available to determine correct specifications.

d. Where Factory Specifications are absent or unclear, SCCA may establish an acceptable dimension and/or tolerance from known stock parts.

e. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.

b. AUTHORIZED MODIFICATIONS

The following modifications are authorized on American Sedan Category cars. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules.

a. Engine (additional specs., see Section F – Engine Build Sheets)

i. Air Induction System:

a. Full preparation cars only:

a. All cars shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, and exhaust crossover may be blocked, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited Any external throttle linkage to the carburetor may be used. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted. All air entering the intake tract shall pass through the carburetor air inlet.

b. An open-sided, closed-top air cleaner assembly, with a maximum diameter of 16 inches, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required.

c. Filter element material is unrestricted.

d. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.

b. Restricted preparation cars only:

a. All unmodified OEM induction system components (such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.

b. Non-OEM Cold air induction systems are prohibited unless indicated on specification line.

c. Air filter element material is unrestricted.

d. Restrictor plates may be required. Refer to vehicle specification line.

ii. Fuel Pumps/Lines:

a. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is removed, a blanking plate may be used to cover the original mounting location.

b. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

iii. Fuel Delivery:

a. Full preparation cars only:

a. Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers “4776”. Additional numbers stamped on the horn section of the carburetor, such as “-X” (indicating the die lot number for that carburetor) and “XXXX” (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (each base gasket can be no thicker than .125 inches) may be used, one on each side of the insulator.

b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow “four corner” idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). Vent tubes may be modified or replaced and must be no taller than 2.0” when measured from the circular air cleaner mounting surface on the carburetor to the topmost part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.

Boosters must be shaped as shown fig. g below:

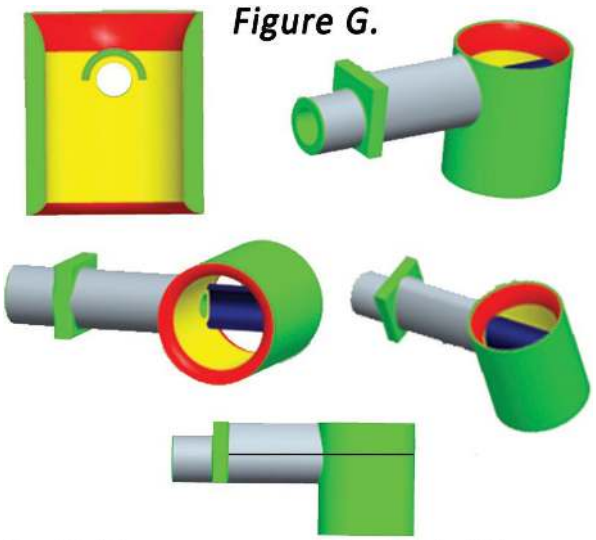


Figure G.

Note: black line represents a casting line that should be present.

b. Restricted preparation cars only:

a. OEM fuel injectors and fuel rail assembly must be maintained. To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.

b. The engine management computer or ECU may be altered but not replaced. All modifications shall be done within the original housing. ECUs must be able to communicate through the stock OBD reader port.

iv. Exhaust emission control:

a. A.I.R. (Air Injection Reaction) pumps, associated lines, nozzles, and other electrical/ mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.

b. Catalytic converter(s) may be removed.

v. Exhaust:

a. Full preparation cars only:

a. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625-inch O.D., measured at any tube location one (1) inch from the flange to the collector.

b. Exhaust after the manifolds/headers must meet the below requirements but is otherwise unrestricted.

i. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

ii. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.

b. Restricted preparation cars only:

a. OEM exhaust manifolds must be maintained unless indicated on a specification line.
b. Oxygen sensors may be removed and plugged.
c. Exhaust after the manifolds must meet the below requirements but is otherwise unrestricted.
    i. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
    ii. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.

vi. Ignition System:
    a. Full preparation cars only:
        a. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.
        b. Crank fire ignition systems are prohibited.
        c. Any spark plugs, single coil, and ignition wires may be used.
        d. Ignition timing is unrestricted.
    b. Restricted preparation cars only:
        a. OEM or factory equivalent ignition system must be utilized for detection and distribution.
        b. OEM or factory equivalent coils must be utilized.
        c. Any spark plugs and ignition wires may be used.
        d. Ignition timing is unrestricted.

vii. Battery:
    a. Any 12-volt battery may be used.
    b. The battery may be relocated as per GCR section 9.3 Batteries.
    c. Additional battery hold down devices may be used and are strongly recommended.

viii. Camshaft/Valvetrain:
    a. Full preparation cars only:
        a. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash.
        b. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and gear driven timing systems are prohibited unless fitted as original equipment.
        c. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or “mushroom” lifters are prohibited. See Section F – Engine Build Sheets for additional specifications.
        d. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.
        e. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted using a minimum of eight shafts. Valve train stud girdles are allowed.
        f. Pushrods may be replaced with any pushrods of steel (ferrous) material.
        g. Valve covers are unrestricted.

b. Restricted preparation cars only:

a. OEM camshaft and valvetrain components must be utilized based on vehicle year and model. Updating and/or backdating within a specification line is permitted.

b. All camshaft/valvetrain hardware shall be installed/timed in conformance with those specifications and procedures outlined by the vehicle's manufacturer.

c. Alternate camshafts may be specified for performance equity. See specification line.

d. Valve covers are unrestricted.

ix. Oiling system:

a. Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted.

b. A pressure accumulator/" Accusump" may be fitted.

c. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork.

d. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose.

e. Engine oil and oil additives are unrestricted.

f. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment.

x. Accessory Drive:

~~*a. Full preparation cars only:*~~

a. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.

b. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.

c. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs maybe added.

d. Any power steering and/or alternator brackets may be used if they perform the same mounting function as the originals.

e. Air conditioning systems may be removed in whole or in part.

~~b. Restricted preparation cars only:~~

~~a. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.~~

~~b. OEM or factory equivalent alternator, power steering pump and water pump may be used for repair purposes.~~

~~c. Air conditioning systems may be removed in whole or in part.~~

xi. Engine Components:

a. Full preparation cars only:

a. Engine block shall be cast iron as produced by the vehicle's manufacturer and must meet the requirements in Section F – Engine Build Sheets.

b. Main cap girdles may be fitted.

c. Any aluminum replacement piston with three piston rings may be used. See Section F –

Engine Build Sheets for additional specifications.

d. Piston rings are unrestricted.

e. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.

f. An alternate, commercially available, vibration dampener may be fitted.

g. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from or added to the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.

h. The throat area of the port consists of a single cut up to a maximum 90-degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast-iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than 1.100 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined, or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. No material shall be removed, added, or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined, or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.

i. Valve guide material is unrestricted.

j. Milling of the cylinder head to increase compression ratio is permitted.

k. Any or all valve seats may be replaced. Valve seat material must be ferrous.

l. The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2. This repair/modification may serve no other purpose.

m. Only stock, steel, or stainless-steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used.

n. A valve job will consist of 3 valve angles only not including the throat cut angle. Each of these valve angles is open. The widths of the valve angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. All valve cuts must be concentric with the valve stem. Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.

o. Aftermarket starters mounted in stock location are permitted.

p. Engine gaskets are unrestricted.

q. Motor mounts are unrestricted. Engine must remain in the original, or approved location.

b. Restricted preparation cars only:

a. OEM engine components must be utilized based on vehicle year and model. Updating and/ or backdating within a specification line is permitted. Replacement parts may be purchased from alternative standard outlets such as parts stores, provided they are equivalent of the stock OEM part.

- Replacements parts include:
- Pistons and rings
- Bearings
- Oil Pump
- Starter
- Seals
- Gaskets

b. OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches over the bore size listed in vehicle's specification line allowed).

c. OEM oversized piston rings or factory equivalent may be used for repair purposes.

d. OEM oversized bearings or factory equivalent may be used for repair purposes.

e. Engine repair procedures shall be performed utilizing OEM procedure or Factory Service bulletins. Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.

f. Balancing is allowed. Removal of material solely for the purposes of balancing is permitted.

g. Motor mounts are unrestricted. Engine must remain in the original location.

h. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.

xii. Flywheel/Clutch:

~~*a. Full preparation cars only:*~~

a. Any flywheel of stock diameter and weighing a minimum of 15.0 lbs. with ring gear may be used.

b. Any clutch disc and pressure plate of stock diameter may be used.

c. Pressure plate/clutch cover assembly shall be ferrous only and shall bolt in the original stock mounting location.

d. Balancing of the flywheel/clutch cover assembly/pressure plate is permitted.

e. SFI 1.1 or 1.2 spec flywheel and clutch are allowed as long as they meet the above specifications. Method of clutch actuation is unrestricted.

~~b. Restricted preparation cars only:~~

~~a. OEM or factory equivalent flywheel, clutch disc, pressure plate, and throwout bearing must be utilized.~~

~~b. OEM method of clutch actuation must be maintained. i.e. hydraulic or mechanical with~~

~~concentric or lever style throwout bearing.~~

xiii. Misc. Engine Components:

a. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.

xiv. Cleaning:

a. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.

xv. Coatings/Paint:

a. Unless otherwise restricted within the AS rules, paints and coatings are permitted on drive- train components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.

b. Engine Cooling System:

a. Radiator:

i. Any radiator may be used, provided it can be mounted in the original location and requires no body or chassis modifications to install.

ii. Catch and/or expansion tanks may be added or substituted.

iii. Engine coolant fluid is unrestricted.

iv. Coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.

v. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils, and controls. Any resulting holes in the firewall must be plugged or covered.

vi. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

vii. Screens may be mounted in front of the radiator and/or oil cooler(s) and must be contained within the bodywork.

b. Coolers:

i. Engine and power steering oil cooler(s) may be added or substituted.

ii. Location within the chassis is free, provided that it/they are not mounted within the driver/ passenger compartment.

c. Cooling Fans:

i. Any cooling fans may be used. Cooling fans may be removed.

ii. Electrically operated fans with manual or automatic actuation may be fitted.

iii. Transmission/Final Drive:

1. Transmission:

a. Full preparation cars only:

i. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic, or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are

prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a 50 lbs. weight penalty. Any first gear ratio greater than 2.5 is permitted.

ii. Any conventional H-pattern, non-sequential shifter may be used.

iii. Transmission mounts are unrestricted.

iv. Transmission lubricants are unrestricted.

v. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.

b. Restricted preparation cars only:

i. OEM or Factory equivalent transmission components must be utilized. Updating and/or backdating within a specification line is permitted.

ii. Transmission repair procedures may be performed utilizing OEM procedures.

iii. Any conventional H-pattern, non-sequential shifter may be used.

iv. Transmission mounts are unrestricted.

v. Transmission lubricants are unrestricted.

vi. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.

2. Driveshaft:

~~a. Full preparation cars only:~~

i. OEM driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction.

ii. The driveshaft may be modified to fit alternate differentials and/or transmissions.

iii. Driveshaft loops are permitted/recommended.

~~b. Restricted preparation cars only:~~

~~i. OEM driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction.~~

~~ii. Driveshaft loops are permitted/recommended.~~

3. Rear Axle/Final Drive:

~~*a. Full preparation cars only:*~~

i. Any OEM rear axle assembly is permitted, provided it was available in the listed vehicles contained within the specification line.

ii. Ford 9” rear axles are permitted in all cars. Center section shall be of ferrous material.

iii. Dana 44 axles are permitted in all cars.

iv. Any final drive ratio is permitted.

v. Any limited slip or locked differential is permitted.

vi. C-clip eliminators are permitted.

vii. Full floater axles are permitted.

viii. Aftermarket or modified rear differential covers are allowed.

ix. Differential coolers are permitted. Dry Sump differential coolers are not permitted.

x. For any rear axle assembly, welding of the rear axle tubes is permitted.

~~b. Restricted preparation cars only:~~

~~i. Any OEM rear axle is permitted, provided it was available in the listed vehicles contained within the specification line.~~

~~ii. Any final drive ratio is permitted, provided it fits the allowed stock differential housing without modification to the housing.~~

~~iii. Any limited slip or locked differential is permitted.~~

~~iv. Aftermarket or modified rear differential covers are allowed.~~

~~v. Aftermarket axle shafts and bearings are allowed.~~

~~vi. Differential coolers are permitted. Dry Sump differential coolers are not permitted.~~

~~vii. C-clip eliminators are permitted.~~

~~viii. For any rear axle assembly, welding of the rear axle tubes is permitted.~~

iv. Suspension:

1. 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 clad- ding, or fasteners.
2. Springs and Shock Absorbers:
    a. Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. Front suspension coil over springs and shocks are prohibited, unless fitted as original equipment. Rear spring relocation to the shock is permitted.
    b. Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment from within the cockpit or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems while the car is in motion. Magnetic shocks are not permitted.
    c. Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.
    d. Spacers, including threaded units with adjustable spring seats (weight jacks), may be used with coil springs. If spacers are used, they shall be located on and shall be permanently attached to existing chassis or suspension structure but shall not serve as a reinforcement to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.
    e. Limiting straps to preclude a spring from becoming dislodged are permitted.
3. Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, Panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/ passenger compartment unless installed by the manufacturer as original equipment. No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.
4. Suspension Mounting Points:
    a. Cars may adjust camber by the use of eccentric bushings at the lower control arm pivot points, by the use of eccentric bushings at the upper suspension control mounting

points, and/or by use of slotted adjusting plates at the upper suspension mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the upper suspension mounting point to facilitate installation of adjuster plate.

b. Rear camber shall be no more than 1/2 degree negative per side. If equipped with IRS, rear camber shall be no more than 2 degree negative per side.

c. All forms of suspension may adjust caster by means of shims or eccentric bushings. All cars may adjust caster at the upper suspension mounting point/plate.

d. One (1) stay rod may be fitted between the upper front strut/shock towers. One (1) reinforcement bar may be fitted between each front strut/shock tower and the firewall.

e. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam, or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. 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. 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.

f. Any rubber bump stops may be used, but their chassis mounts, brackets, etc., shall not be altered in any way. Rubber bump stops may be removed.

g. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arms and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated, and traction bars allowed. Pick-up points, on the chassis, for front and rear lower control arms, shocks, and springs, must remain in the original location.

h. The use of offset steering rack bushings is permitted. Any tie rods and tie rod ends may be used. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

v. Brake System:

1. Materials:

a. Brake pads, brake linings, and brake fluid are unrestricted.

b. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted.

c. Hubs shall be of ferrous material or aluminum.

d. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.

e. Rotor shall be of ferrous material. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

f. Mounting brackets shall be of metallic material.

g. Materials may differ from above if OEM hardware is utilized.

h. Brake duct fans are permitted for cooling brakes. They shall perform no other function.

2. Components:

a. Full preparation cars only:

i. 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.

ii. Parking brakes, mechanisms, and actuating components may be removed.

iii. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.

iv. Front spindles/knuckles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.

v. Any front caliper using four (4) or fewer pistons and using one (1) brake line per caliper is allowed.

vi. Any rear caliper using four or fewer pistons and using one brake line per caliper is allowed.

vii. Rear caliper mounting brackets may be substituted.

b. Restricted preparation cars only:

i. 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.

ii. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hard- ware must be utilized.

iii. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 13.1 inches X 1.27 inches. (full prep spec lines 10x)

3. System Control:

a. Brake system circuitry may be revised.

b. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar).

c. Any pedal assembly, including the throttle pedal, clutch pedal, clutch and brake master cylinders, mechanical linkage, and hydraulic lines, may be used. The pedal assembly, and master cylinders, may be relocated. Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation and shall not serve any other purpose. Dead pedal/footrest and heel stop may be added.

d. Any brake booster may be used. The brake booster may be removed. A vacuum reservoir or booster may be added.

e. A brake-bias adjustment cable is permitted.

f. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.

g. ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.

vi. Wheels/Tires:

1. Wheels:

a. Maximum wheel diameter is 17 inches, unless otherwise indicated within the vehicle specification line.

b. Maximum wheel width is restricted based on the following:

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

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

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

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

Unless indicated within the vehicle specification line.

c. Knockoff or quick-change type wheels are prohibited.

d. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/ chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.

e. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground.

f. Any wheel stud, bolt, and/or nut is permitted.

2. Tires:

a. Max tire size for all cars is 275, unless indicated within the vehicle specification line.

b. Weight penalty for increased width may be assigned within specification line.

c. Tires must conform to GCR section 9.3 Tires.

d. American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:

BFGoodrich R1 & R1S

Goodyear DOT radial DOT R compound Hankook Ventus Z214 C51/Medium Hoosier R7

or R6 or WET/H20 or W2 Kumho Ecsta V700 series

Nitto NT01

Toyo R888, Toyo Proxes RA1, or Proxes RR Yokohama A048 or A052

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

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

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

vii. Body/Structure:

1. Fenders:

a. Fenders and wheel openings shall remain unmodified.

b. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.

c. 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.

d. Any non-metallic inner fender liners may be used or removed.

2. Air Dams/Spoilers:

a. A front spoiler/air dam is permitted.

b. The front spoiler/air dam shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground.

c. The front spoiler/air dam shall be mounted to the body, and shall extend no higher than

four (4) inches above the horizontal centerline of the front wheel hubs. No part of the front spoiler/ air dam shall be lower than three (3.0) inches from the ground. OEM (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.

d. The front spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs.

e. The front spoiler/air dam shall not cover the normal grille opening(s) at the front of the car.

f. Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.

g. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the specification line for that vehicle.

3. Bumpers/Facias:

a. Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. Bumper absorbing material may be removed.

b. Front parking/fog light assemblies may be removed for ducting of air.

4. Hood/Roof/Trunk/Rear Deck:

a. Hood and trunk pins, clips, or positive action external latches are permitted.

b. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.

c. Any hood/trunk hinges may be used. Hood/trunk hinges may be removed.

d. Under hood bracing on stock hoods, trunks, and rear decks may be modified or removed.

e. Steel, aluminum, or fiberglass hoods may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height. Otherwise, the external profile of the hood shall remain stock.

f. Ram air openings and rear openings must be blocked off to prevent passage of air.

g. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

5. Glass:

a. OEM or factory equivalent windshield is required.

b. Side windows (not including the front door windows) and rear/deck glass must be OEM/ equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.

c. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12) must be OEM or factory equivalent.

d. Windshield defrosters are allowed as long as they serve no other purpose.

e. Any windshield wipers, motors, arms, and brackets may be used or removed.

6. Doors:

a. The door window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed.

b. The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.

7. Frame/Subframe:

a. The frame or subframe shall be stock for body used.

b. The front and rear subframes may be tied together (front to rear, without crossing the center- line of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125".

c. Sub frame connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member. Seam/stitch welding is permitted.

d. A connector may be added between the left and right front frame rails forward of the front axle centerline.

8. Weather Stripping/Seals:

a. Engine compartment, trunk, hatch, and door rubber seals or weatherstripping may be removed.

9. Repair/Modification:

a. All chassis/structural repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions.

b. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited.

c. Unless authorized in this rule set, alteration by adding any materials, such as, but not limited to, tape, stickers, metal, or vinyl, for the purposes of improving aerodynamics is prohibited.

d. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.

e. All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered.

viii. Driver/Passenger Compartment:

1. Interior:

a. All seats and seat brackets may be removed.

b. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

c. In those automobiles where rear seat back, removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.

d. Any steering wheel except wood rimmed types may be used.

e. Any gear shift knob may be used.

f. Gauges and instruments are unrestricted. Any instrument panel may be used.

g. Any interior or exterior mirrors may be used.

h. Sun visors, seat belts and their attaching hardware and bracketry may be removed.

i. Complete removal of interior panels is allowed in all or part.

j. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.

k. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area.

l. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows.

ix. Safety:

1. Restraint Systems:

    1. Airbags/passive restraint systems shall be removed.

2. Headlights:

    a. Headlight and headlight operating ancillaries may be removed.

    b. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.

    c. OEM light assemblies (i.e. foglamps, driving lights, etc.) mounted on, in or below the bumper shall be removed. Resulting holes may be closed or used for the purpose of ducting air to the brakes, cooler and or radiator as permitted.

3. Steering Column:

    a. The steering column is unrestricted.

    b. A collapsible type steering column is strongly recommended.

    c. The driver's normal seated position must not be relocated.

    d. Full Preparation cars that have OEM electric steering may remove it.

4. Roll Cage - All cars must have a roll cage as specified in 9.4 Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4 GT Roll cages, or Appendix J – 2004 Roll Cage Rules.

x. Miscellaneous:

a. Hardware/Fasteners:

1. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s)

c. Wiring:

1. Removal of wiring associated with a component which may be removed by these rules is permitted.

2. All non-essential wiring, switches, gauges, horns, flashers, relays, and lights may be removed.

3. Existing wiring may be substituted.

d. Fuel Cells

1. *Fuel cells must be located behind the rear axle and within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*

1. **E. CAR CLASSIFICATION**

No automatic transmissions, turbochargers/superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. NOTE: For competition in American Sedan, Full Preparation General Motors products shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Full Preparation Ford products shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.

F. ENGINE BUILD SHEETS (Full Preparation only)

1. Full Preparation
2. Crate Motor equipped full preparation vehicles.
The following "crate motors" may be utilized in Full preparation vehicles:
Ford Performance M-6007-D347SR7 engine assembly for Ford produced vehicles.
GM Performance parts CT400 P/N-19370604 or 19370604 engine assembly for GM produced vehicles.

No modifications may be made to these engine assemblies except the following listed components. All replaced components must be replaced with components meeting existing full preparation rules. If components are not furnished with the "Crate Motor" assembly, all additional components must meet existing Full preparation rules:

1. Oil pan and oil pump pickup.
2. Valve/Rocker Covers
3. Distributor assembly
4. Spark plugs
5. Water pump
6. Thermostat
7. Fuel Pump

Disassembly of the engine is permitted for repair. All components must be replaced with exact OEM replacement components.

"Crate Motor" equipped vehicles are not subject to additional weight additions due to increased displacement. Adjustments to min weights may be made to balance performance if necessary. Refer to specification line for minimum weight requirements.

Full Prep Engine Specs

No. of Cylinders: V-8 Bore (Max): 4.040"

Stroke (Max): 3.500" Compression Ratio: 10.30 Max.

Piston to Deck Clr.: Not to exceed 0.013" above block deck surface (zero deck)

Valve Lift: 0.5000" Max. @ 0.0000" lash Head Casting #'s: see spec lines.

2. BLOCK
Crankshaft Housing Bore: 2.4412-2.6416" Block Deck Height:

3. GM: GM: 8.9970"-9.0430"
Ford: 8.1880-8.2240"

Bore Spacing:

4. GM: 4.4000"
Ford: 4.3800"

Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings.
Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces.
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted (bronze sleeve material is permitted).
7. A maximum of two cylinders may be sleeved.
8. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.
9. Alternate blocks may be used:

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

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

5. CONNECTING RODS
Big End Bore: 2.2247-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: 6.00" Max

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacturer: Any rod meeting the AS specs is permitted.

Options:

1. Wrist pin oiling holes may be added.

6. CAMSHAFT

Drive Type: Single or dual row chain.

Lifter Type: Solid, flat tappet

Lifter Dia: .8750" nominal

Options:

1. Camshaft thrust button may be installed.

7. CRANKSHAFT

Main Journal Dia (Min): 2.2182"

Rod Journal Dia (Min): 2.0690"

Options:

1. Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.
2. Crankshaft casting seam flash may be deburred.

8. PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin.

Dome Configuration: Any dome configuration is permitted.

Pin Diameter: .930" Max

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications.

9. CYLINDER HEADS

Valve Job (Head): Refer to Figure 1

~~**Intake Valve Size (Max):** 1.94" **Exhaust Valve Size (Max):** 1.55" **Port Volume (Max.):** see spec line.~~

1. ***Edelbrock Performer RPM Cylinder Heads:***
   a. *GM – P/N 608879, 608979*
   (Max port volume IN-190cc, EX-65.00)

   Valve size 1.94 Intake / 1.550 Exhaust

   b. *Ford – P/N 602479, 602579*
   (Max port volume IN-190cc, EX-65.00)

   Valve size 1.94 Intake / 1.550 Exhaust

2. ***OEM Cast Iron Cylinder Heads: (with a 250 lb. weight reduction).***
   a. *GM – casting #14101081*
   (Max port volume IN-170.00, EX-65.00)

   Valve size 1.94 Intake / 1.550 Exhaust

b. *GM – casting #14014416*
(Max port volume IN-168.00, EX-60.00)

Valve size 1.94 Intake / 1.550 Exhaust

c. *Ford – casting # F3ZE AA, F1ZE-AA, F77E-AA V*
(Max port volume IN-143.00, EX-54.00)

Valve size 1.94 Intake / 1.550 Exhaust

3. ***Flotek Cylinder Heads:***
a. *GM – P/N 102-500*
(Max port volume IN-190cc, EX-65.00)

Valve size 2.02 INTAKE / 1.600 Exhaust

b. *Ford – P/N 203-500*
(Max port volume IN-190.00, EX-65.00)

Valve size 1.94 Intake / 1.550 Exhaust

Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral O-ring head gaskets.
6. Heat riser passage may be blocked.
7. Valve spring pockets may be machined.

Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

10. MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

11. G. MEASUREMENT STANDARDS

Measurement standards shall be as specified in Appendix G. with the following exceptions: Wheelbase has a tolerance of + 2”/- 1”.

Figure 1 Valve Seat Cutting Dimensions

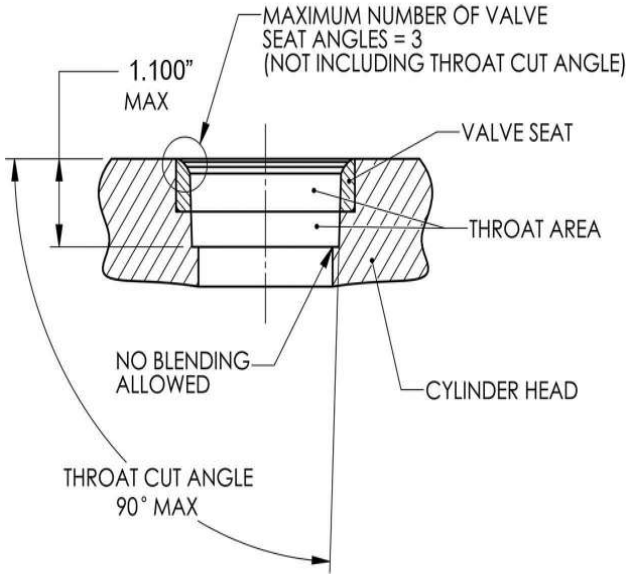
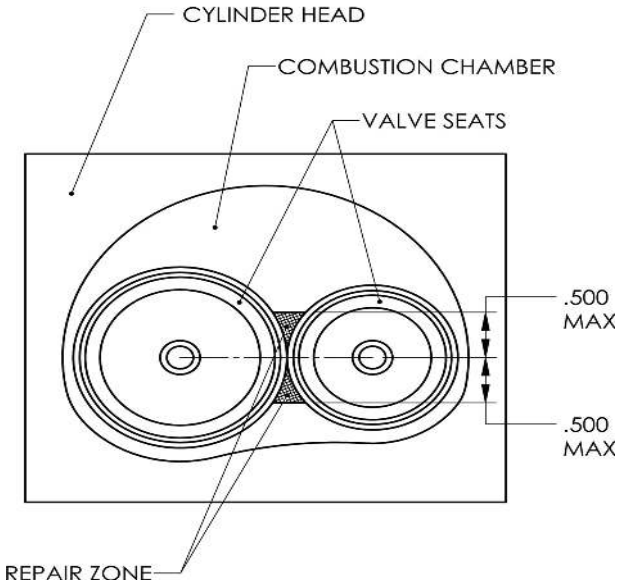


Figure 2 Aluminum Cylinder Head Repair Zone



In AS Spec Lines, replace with new Spec Lines as attached:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.) (tire sizes are max)	Flat Plate Restrictor Size	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43,1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	*275 Tire:* 3450	*N/A*	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Max. Wheel Size: Dia. 18.0 inches. LS6 engine: Compression Ratio, 10.7:1max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm) **LS2 engine:** Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm;

						Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm). Either engine may be used in any car in this specification line, at the appropriate weight. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits

						are free. 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. OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber.) ~~*Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.*~~

						Tremec TR6060 Transmission with 3.01, 2.07, 1.43, 1.0, .84, .57 ratios permitted. *11" wide wheels can be used until 3/1/25.*
Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	*108.0*	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, *or* 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1.00,.81*	*13.1 x 1.27 Disc*	*275 Tire 3400 Over 313 CID 3600*	*N/A*	~~*Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879*~~. Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit per- mitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front

						and rear spring eye height may be adjusted providing ride height adjustment.
Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	*108.0*	*3.01, 2.07, 1.43, 1.0, .84, .57 3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, or* 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1 .00,.81*	*13.1 x 1.27 Disc*	*275 Tire 3600*	*LS3-65mm*	*Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit per- mitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may*

						be adjusted providing ride height adjustment.
Chevrolet/Pontiac Camaro & Firebird (82-92) Full Prep	101.0	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 *or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 or 2.87,1.89,1.28,1 .00,.81*	13.1 x 1.27 Disc	3300 Over 313 CID 3500	*N/A*	~~Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 cast-ing: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gas-kets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate~~. Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bum-per in the resulting open area, and bumper backing may be removed.

						~~Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.~~ OEM-style ball joints with taller than stock stud lengths are permitted. ~~Flo Tek Head part #102-500 are permitted.~~
Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, *or 2.20, 1.64,1.28,1.00 or 2.87,1.89,1.28,1.00,.81*	13.1 x 1.27 Disc	275 Tire 3200	*N/A*	Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. 1-3/4 headers allowed

Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	101.1	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 *or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 or 2.87,1.89,1.28,1 .00,.81*	13.1 x 1.27 Disc	*275 Tire:* 3300 Over 313 CID 3500	*N/A*	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ~~Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb weight reduc- tion. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.~~

						~~Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.~~ BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. ~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ For the LS1 connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190. ~~Flo Tek Head part #102-500 are permitted.~~
Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50	13.1 x 1.27 Disc	*275 Tire:* 3200	*N/A*	98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may be used as an assembly. Max compression ratio, 10.6:1, Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/ intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake

						manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted unless specified. Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill, or bumper are permitted when installing a cold air intake. May use flywheel/clutch as specified in the Full Prep American Sedan rules. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET16362. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. **5.7L LT1:** GM Performance Parts camshaft Kit P/N-12480002 is permitted. Cylinder Bore, 101.6 mm; Stroke, 88.39 mm; Intake Valve Diameter, 49.3; Exhaust Valve Diameter, 38.1 mm; Throttle Body Bore, 48 mm (twin bore). The 5.7L LT1 engine has a 100 lb. weight reduction. **5.7L LS1:** GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm;

						Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. ~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ 1-3/4 headers allowed. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.
Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2 Vented Disc	*275 Tire:* 3600	*LS3-65mm*	Max wheel Dia, 20.0 inches. ~~65mm flat plate restrictor required.~~ Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio,

						1.7:1. Camshaft lift tolerance .076 mm. ARE Dry Sump Kit #LS3-3Y permitted. Belt tensioner part number GM 12569301 allowed. ~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ ZL1 Front Facia and grill is permitted. *11" wide wheels can be used until 3/1/25.*
Chevrolet Camaro (10-15) Full Prep	112.3	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 *or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 or 2.87,1.89,1.28,1 .00,.81*	13.1 x 1.27 Disc	*275 Tire* 3400 Over 313 CID *3600*	*N/A*	Max wheel size 20 X 10. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ~~Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.~~ ZL1 Front Facia and grill is

						permitted. ~~Fuel cells must be located within 24 inches of the standard tank. The 24-inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Flo Tek Head part #102-500 are permitted.~~
Chevrolet Camaro (16-) Full Prep	110. 6	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 *or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 or 2.87,1.89,1.28,1 .00,.81*	13.1 x 1.27 Disc	275 Tire 3400 Over 313 CID 3600	*N/A*	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ~~Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted, Flo Tek Head part #102-500 are permitted~~
Chevrolet Camaro, 1LE (16-)	*110. 6*	*2.66,1.78,1.30, 0.74,.5*	*F) 345 mm X 32 mm Vented Disc (R) 338 mm X 28mm Vented Disc*	*275 Tire: 3600*	*60mm*	~~60mm flat plate restrictor required~~. *Any front 355mm 4 piston caliper and 2-piece rotors permitted. Dry Sump Kit permitted.*

Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder	116.0	2.97, 2.1, 1.46, 1.00, 0.74, 0.50 or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63	(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick	*275 Tire:* 5.7,6.1 3600 *295 Tire: 6.4L 3700*	*5.7L- N/A 6.1L -N/A 6.4L- 80mm*	Max. Wheel Size Dia. 20.0 inches. Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) may be used with the brake rotor sizes listed in this specification line. *Alternate brackets may be used to facilitate updated/backdated components.* Compression Ratio: 10.9:1 max. Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted on the 5.7l engine. *1-3/4" headers are permitted on the 5.7L and the 6.1L.* ~~80mm flat plate restrictor is required on the 6.4L engine.~~ All engine displacements are eligible in all model years, with each engine being used as a complete assembly. *Alternate* front upper control arms are permitted. ~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch~~

						~~measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ *11" wide wheels can be used until 3/1/25.*
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) Full Prep	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1.00,.81*	13.1 x1.27 Disc	3200 Over 313 CID 3400	*N/A*	~~Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are~~

						~~permitted.~~ OEM-style ball joints with taller than stock stud lengths are permitted. ~~Flo Tek Part # 203-500 are permitted.~~
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine	*100.4*	*2.95, 1.94, 1.34,1.00, 0.63 or 3.35,1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68.* 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1.00,.81*	*13.1 x 1.27 Disc*	*275 tire: 3400*	*Gen1-62mm Gen 2-61mm*	*Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 suspension must remain in the stock location*
Ford Mustang Including Cobra *(*94-04*)* Full Prep	101.3	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*	13.1 x 1.27 Disc	3300 Over 313 CID 3500	N/A	Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. ~~*Engine built to full prep A/S engine build specifications with Edelbrock Aluminum head 602579 and 602479. Use of the following iron head castings presents a 250 lb weight reduction. Iron head casting F3ZE-AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40P). Max port*~~

		or 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1 .00,.81*				~~*volume on iron heads is 143 cc intake and 54 cc exhaust.*~~ OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used. ~~*Flo Tek Part # 203-500 are permitted.*~~
Ford Mustang GT (94-04) with Restricted Prep Engine	*107.1*	*2.95, 1.94, 1.34,1.00, 0.63 or 3.35,1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68. or* 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1 .00,.81*	*13.1 x 1.27 Disc*	*275 tire: 3400*	*Gen1-62mm Gen 2-61mm*	*Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 suspension must remain in the stock location*
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68	13.1 x 1.27 Disc	3150 Over 313 CID 3250	*N/A*	Cold Air intake allowed. Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable.

Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 or 3.27, 1.98, 1.34, 1.00, 0.67 or 3.37, 1.99, 1.33, 1.00, 0.68 or 3.38, 2.00, 1.32, 1.00, 0.68	13.1 x 1.27 Disc	3150	*N/A*	Supercharged motor is not allowed. Cold Air intake allowed. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. bore = 90.2mm, stroke = 90mm. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" Max compression on 2 valve motor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40" Updating and backdating within spec line is allowable.
Ford Mustang GT (05-14)	107.1	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	13.1 x 1.27 Disc	275 tire 3400: Over 313 CID 3600	*N/A*	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ~~Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.~~

						~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Flo Tek Part # 203-500 are permitted.~~
Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 355 Vented Disc (R) 300 Vented Disc	5.0L 275 tire: 3400 4.6L 295 tire: 3100	*4.6L-N/A 5.0L-62mm*	Max. Wheel Size: Dia. 19.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either engine and/or trans may be used as an assembly. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUKT16901. Max compression ratio, 11.2:1 4.6L engine: Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. Flywheel/clutch, as specified

						in the Full Prep American Sedan rules may be used. The 4.6L engine assembly has a weight reduction of 300 lbs. 5.0L/6spd engine/trans: ~~62mm flat plate restrictor is required.~~ ~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell.~~ ~~Fuel filler location is unrestricted with installation of a safety fuel cell.~~
Ford Mustang GT (05-14) with Restricted Prep Engine	107.1	*2.95, 1.94, 1.34,1.00, 0.63 or 3.35,1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*, or 3.66, 2.43, 1.69, 1.32, 1.00, .68. or 2.20, 1.64,1.28,1.00 or *2.87,1.89,1.28,1.00,.81*	*13.1 x 1.27 Disc*	*275 tire: 3400*	Gen 1-62mm Gen 2-61mm	Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) and full prep brake package may be used. Either engine may be used. ~~1st Generation 5.0l Coyote 11-14 62mm FPR 2nd Generation 5.0l Coyote 15-17 61mm FPR~~ Cold Air Intake allowed Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 ~~Alternate transmission~~

						~~Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68.~~
Ford Mustang GT 5.0l (15-17) Restricted Preparation	107.0	3.66, 2.43, 1.69, 1.32, 1.00, .65	(14.0/355)	*275 tire:* 3600	*61mm*	Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. ~~61mm flat plate restrictor required. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ 11" wide wheels can be used until 3/1/25.
Ford Mustang GT 5.0L (2018-)	107.0	3.66, 2.43, 1.69, 1.32, 1.00, .65 or 4.69, 2.98, 2.14, 1.76,1.52, 1.27,1.00, 0.85, 0.68, 0.63, *3.24, 2.10, 1.42, 1.00, 0.81, .062.*	*(F) 355 (R) 330*	*275 Tire 3600*	*60 mm*	Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. ~~60mm flat plate restrictor required.~~ 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted. ~~Alternate transmission Ratios 3.24, 2.10, 1.42, 1.00, 0.81, .062.~~

Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cyl-inder 05-06, 6.0L V8 (Alumi-num Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	*275 tire:* LS1: 3300 LS2: 3350	*N/A*	Either engine listed permitted for any car classified in this specification line. **2004:** Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. **05-06:** Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed

						style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190. Either engine may be used in any car in this specification line. Camshaft lift tolerance is .076 mm. *11" wide wheels can be used until 3/1/25.*
Spec Mustang (SMG) Restricted Prep.	107.1			3400	*N/A*	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.

GCR

1. #36061 (Bev Heilicher) Response to Letter 35655 S. Pence
In Hearings and Judgements, GCR section 8.2, change as follows:
"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include 3rd parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. ~~Each party or witness must be heard separately and privately.~~ *The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to hear, read, and view all evidence presented to the SOM, including but not limited to videos, but excepting therefrom the items subject to a mechanical protest (or photos/videos of said items). A party is entitled to view, but not receive, a copy of a video or photos obtained from another party or witness which is used by or presented to the SOM in said action. Personally Identifiable Information (PII) in witness statements or evidence presented will be redacted from the shared material.*"

GTL

1. #37193 (SCCA Staff) List GTL as a Regional Class in GCR Section 9.1.2
In GCR section 9.1.2 make changes as follows:
GT-Lite (GTL) *Regional Class*

FP

1. #37051 (Production Committee) Create ruleset that allows GTL cars to run in FP
In GCR, Section 9.1.5.B.7, change as follows:
"(Effective January 1, 2026) Any GT-Lite (GTL) car meeting all of the requirements of Appendix N GT-LITE CATEGORY SPECIFICATIONS for inclusion into F PRODUCTION" may compete in the F-Production class. For GTL cars competing in FP, the level of preparation and modifications will be determined by Appendix N and not by PCS 9.1.5."

Appendix N: GT-LITE CATEGORY SPECIFICATIONS for inclusion into F-PRODUCTION

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

F.1. PURPOSE

~~The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential.~~ *The purpose of this amendment is to provide the rules classifications for previous GT-Lite cars that intend to compete in the F-Production class.* The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

F.2. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification *of cars within this Appendix* ~~in the GT Category~~:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in the United States (Production Cars that have been reclassified into the GT Category need not meet minimum production quantities).

F.3. SPECIFICATIONS

The SCCA shall publish *this Appendix* ~~the GT Category Specifications (GTCS)~~ containing recognized specifications for each car eligible to compete in *F Production with a car previously classified in GT-Lite* ~~the GT Category~~ during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in this Appendix ~~the GTCS~~, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

1. *Cars log-booked for GTL Competition are eligible to run in F Production via this Appendix.* ~~GT Category automobiles shall be divided into Classes based on relative performance as follows: GT2, GT3, and GTLite.~~
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List *in this Appendix* ~~of the GTCS~~, or as listed on a single ~~GT~~ Specification Form line *in this Appendix* ~~of the GTCS~~. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in *this Appendix* ~~the GTCS~~, as qualified or raced, with driver.
4. No permitted component/modification shall additionally perform a prohibited function.

5. Turbocharging/supercharging is not permitted unless listed on the spec line.

~~6.~~ Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars is *60.0" Front & Rear*, unless otherwise noted. ~~, are as follows:~~
~~GT-2 64.0" F & R~~
~~GT-3 / GT-Lite 60.0" F & R~~

~~7. Automatic Transmissions (10 forward speeds max.) are allowed in GT2 with a 100# weight penalty.~~

~~8. Current FP spec line cars may compete in GT3 as long as they maintain their full FP rule set.~~

F.4. **GT Cars registered as GT cars prior to January 1, 1990.**

All GT cars registered as GT cars prior to January 1, 1990 shall use the manufacturer's original engine location, i.e., front, mid, rear; drive location, i.e., front or rear, and type of front and rear suspension, i.e., MacPherson strut, double A-arm, live axle, semi trailing arm, etc., unless authorized by the GTCS for a specific make and model.

Front-engined GT cars registered as GTcars prior to January 1, 1990 may be converted to Section F.2., specifications, but shall meet ALL specifications of Section F.2.

F.5. **GT cars registered as GT cars after January 1, 1990.**
All front engined GT cars registered as GT cars after January 1, 1990 shall utilize McPherson strut or double A-arm front suspension. A-arm front suspensions shall have the shocks attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited. Front wheel drive cars may convert to rear wheel drive. Cars classified *per this Appendix* ~~in GT2-Lite~~ that retain the original front wheel drive (FWD) configuration may retain the original type of rear suspension with no weight penalty or use a beam axle.

~~Cars classified in GT2-Lite running front engine, rear wheel drive (RWD) may use independent rear suspension (IRS), by choice at a weight increase equal to *1.25%* of the car's specified weight.~~

All GT cars registered as GT cars after January 1, 1990 or updated to Section F.2. specifications shall utilize left side driver placement.

~~Disenfranchised small bore GT2 cars will be allowed classification in GT3 "In GT2 spec" on a case by case basis but will be classified with the appropriate SIR and GT3 weight + 150 lbs. to offset any advantage in the wider wheel/tire, track and wing width. Max wheel/tire 16.0". Cars must have a GT2 logbook issued prior to 1-01-2013~~

F.6. Safety Equipment required on all cars.

a. Bulkheads

1. A metal bulkhead shall separate the driver/front passenger compartment from the compartment containing the fuel cell. The fuel cell, cap, filler neck, and all fittings shall be isolated so that in case of spillage, leakage, or failure, fuel will not reach the driver. The bulkhead separating the driver/ passenger compartment from the fuel cell shall not be above the bottom of the rear window and the bottom of the side/quarter windows. An additional vertical, transverse bulkhead is permitted behind the driver. It shall be located above the mandatory vertical bulkhead and shall allow the driver adequate vision to the rear. It is recommended that this additional bulkhead be made of a clear, transparent polycarbonate material.

b. Fuel Cells

A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case basis.

c. Windows

1. Windshield safety clips and rear window safety straps shall be installed on all closed cars. Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield. Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart. The rear window shall be secured with two (2) metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window. Polycarbonate windshields such as Lexan are allowed. Alternate windshields must be

of 6mm minimum thickness. Alternate mate- rial windshields must be identical in size and curvature to the original glass component. Alternate material windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75" by .125" minimum straps of aluminum. Spacing between these inner supports must be six (6) inches minimum. In place of clips, polycarbonate windscreens may be mounted using a fastener spaced a minimum of every 12 inches across the top and sides, with a minimum of four across the bottom. Alternatively, the bottom may be captured in a channel. 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).

3. Open cars must remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be removed. A replacement windshield must be installed. 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.

4. Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers and/or the rear brakes. Air passing through the differential/transmission coolers may be exhausted through an opening identical in size and location to the rear license plate frame.

F.7. Authorized Modifications

The following modifications are authorized on all ~~GT-2, 3, and~~ *GT*-Lite cars *classified via this Appendix.* Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

a. General

1. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer, unless specifically authorized by these rules, or required by the GCR.
2. Any springs (including torsion bars) may be replaced by others of unrestricted origin, unless specifically prohibited by these rules.
3. Where alternate suspension and/or drivetrain equipment is authorized, modifications to the car/chassis are permitted to install authorized equipment, provided the modifications serve no other purpose.

4. All component parts of the bodywork, such as hood, doors, fenders, deck lid, rocker panels, wind- shield surround, roof, etc., may be lightened or replaced by ones of alternate materials, provided the shape, size, and relative position is identical to the original or approved alternate. The original size, angle, and relative position of the windshield shall be maintained. Convertible tops, sunroofs, and removable panels shall meet GCR Section 9.3 Detachable Panels/Sunroofs.

   Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. There may be no more than 12 openings with a total area of not more than 24 square inches.

5. Spare wheel and tire shall be removed.

6. Glass and/or plastic headlights, front parking lights, front signal lights, lenses, and bulbs shall be removed. Headlight openings shall be covered with a wire mesh screen or panel having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place, maintaining the standard appearance of the Production automobile. Side marker light assemblies shall be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts; side marker lights that are an integral part of the taillight assembly cannot be removed. Other lighting parts and operating mechanisms may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above, without the headlight bezel/rim requirement) which provides a stock appearance. It is not permitted to relocate the standard headlight, parking light, signal light, etc., openings. ~~Traditional GT cars only. Not allowed with any "Spec Car, GT2-ST, or any other added non Traditional GT car.~~ Taillights shall be in the original location and may be the original

style/type of taillight for the make, model, and year of car. A rear body panel having the same contour as the original lens area and in the original location, may be fitted with a tail-light graphic of the original style/type frame/lens adhered to it. If side marker lights are an integral part of the tail-light assembly they must be represented by the panel graphic. These panel/graphics shall have a functioning red LED lamp assembly fitted through them on both sides of the car to serve as brake lights. A 15-watt or equivalent rain light may be included with-in this LED assembly or may be a separately mounted single or dual LED assembly.

Ducts from headlights, front parking lights, and front signal lights in the front of the car may be used for ducting air to the engine, front brakes, and/or oil cooler(s). These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

b. Chassis and Bodywork

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing necessary safety and performance modifications.

Restrictions regarding external body shape and use of belly pans are aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). Semi-monocoque or monocoque construction is prohibited.

1. The external shape of the body cannot be changed, except when specifically authorized. Stan- dard grills, window openings, or approved facsimiles shall be retained. All external trim and model identification may be removed. Misalignment or modifications to create ventilation where none previously existed are prohibited. One piece front and one piece rear bodywork is allowed. Rocker panels and doors may be parted and/or integrated with associated body panels. Rocker panels of an alternate material may be a flat vertical panel having the same dimensions as the original component when viewed from the side. Overall width of the vehicle/rocker panel measured at the door sill must remain stock. Roof/A-pillars shall be separate pieces. The cowl trim panel may be modified or removed. ~~GT2 only: Four (4) hood/fender louvered panels are allowed. Total maximum area of panels shall not exceed 600 sq. inches with a minimum of five (5) slots for each panel. All louvers must be mounted in front of the windscreen.~~
2. Chassis, frame, or subframe may be lightened, reinforced, or replaced, provided components and attachments are not relocated, except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. There shall be no pans, whether factory supplied or otherwise, between the spoiler pan and the floor pan nor between the floor pan and the floor behind the rear wheel opening. The floor behind the rear wheel opening shall be flat and follow, but not exceed, the line of the rear fender bottom. Only the fuel cell container may protrude or extend below this plane. There shall be no pans, whether factory supplied or otherwise, between the spoiler pan and the floor pan nor between the floor pan and the floor behind the rear wheel opening.
3. The firewall and floor may be replaced with aluminum alloy or steel. Firewalls may be modified or notched.
4. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with replica(s) of different material. Non-integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.
5. All standard production seats and seat backs shall be removed. The driver's seat shall be replaced with a one-piece bucket-type race seat. Such seat shall be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating).
6. Doors shall be pinned or otherwise positively fastened to prevent their opening in case of an accident. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed unless integrated into the bodywork. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.

7. All driver and front passenger door window glass shall be removed. Window cranks and mechanisms may be removed. Rear quarter, rear side, and rear windows may be of transparent (clear) polycarbonate material, minimum thickness 3mm, but shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding optional. Rear windows/hatch- backs and deck lids shall be completely closed. No bumper blocks or other means of poor alignment of bodywork will be permitted. Rear quarter (side) windows may be run in their original open or closed position.
8. Fenders may be flared for tire clearance, provided their shape and opening contour, in the hori- zontal projection, is similar and proportional to the original opening. Rear doors on 4-door automobiles may be considered part of the fender for purposes of fender flaring. The tire shall not extend beyond the fender openings at the highest point of the tire. ~~The rear fender flares on GT-2 cars may extend forward into the door, no more than 26 inches from the rear axle centerline (GT-2 only).~~ Wheel opening location may be altered in accordance with the allowable wheelbase tolerance in order to maintain vehicle's stock appearance. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.
9. Front and rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver compartment and wheel wells.
10. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equip- ment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules. Floor mats and all interior trim shall be removed.
11. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, except as follows:
    - ~~GT3: a front splitter may extend up to 2 inches.~~
    - ~~GTLite:~~ a front splitter may extend up to 2 inches.

    ~~In all classes, the~~ *The* spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts. Spoiler "pans" are only permitted forward of the leading edge of the front wheel openings and shall be flat and follow, but not exceed, the line of the front fender/ spoiler bottom.

12. A spoiler ~~or a Club Racing Board specified rear wing for GT3~~ may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:
    A. Height (max): ~~six (6.0) inches (GT3) or~~ five (5.0) inches ~~(GT-Lite)~~ measured from the body- work along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rear- view), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

B. Width and Overhang: If roof mounted, no wider than the roof at its mounting point when viewed from above the car. Mounting to be no further rearward than the forward most part of the rear window. If rear mounted, no wider than the body, excluding fender flares, from the forward most part of the spoiler (or mounting flange) rearward. Shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the

spoiler shall not protrude beyond the bodywork).

C. Mounting: Spoilers shall be strong enough to be self-supporting. A mounting flange no greater than one and one-half (1-1/2) inches wide, contiguous with the bodywork, (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. Supplemental forward bracing may be added in the form of two (2) rods, mounted at least ten (10) inches inboard from the ends of the spoiler. Rear supports may be added.

D. Configuration: The spoiler shall be a single plane spoiler (a straight line in any vertical cross section) uniform in height from the bodywork with no more than 1/8" gaps/openings below the spoiler to facilitate imperfect mounting. The gaps/ openings are to be included in the overall height of the spoiler. Only enough curvature (in a fore and aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney flaps, or other forward facing lips or aerodynamic devices is prohibited.

~~NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's speci- fication form.~~

~~If a Club Racing Board specified wing is used (GT3 only), it shall comply with the following:~~

~~E. A single element, single plane airfoil up to a maximum chord length of 10.75 inches.~~

~~A maximum 0.50 inch Gurney flap is allowed at the trailing edge of the wing element. The flap must be mounted 90 degrees to the upper wing surface. No air may pass between the flap and the wing.~~

~~The wing end plates may be no more than 64 square inches. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney flap.~~

~~GT3: The maximum width of the entire wing assembly (wing element, endplates, Gurney flap, and mounting hardware) is 64.00 inches, but no wider than the rear body width including fender flares.~~

~~F. Wing mounting~~

~~GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

~~GT3: The trailing edge of the wing assembly must be located within an area not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.~~

~~Two wing mounting posts must be used, with each one located between 2"-20" inboard from the end of the wing. The exposed portion of the wing mounting posts shall not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.~~

~~The maximum wing angle from horizontal is 30-degrees.~~

13. ~~GTL Wing Rules~~

~~A. The maximum width of the entire single element, flat plane wing assembly (wing element, endplates, and mounting hardware) is 56.0 inches, but it may be no wider than the bodywork including fender flairs. The maximum chord is 8.0 inches. Wing endplates may be a maximum of 64 Sq. inches. Endplates must be flat, with no curvature or Gurney flap. A maximum 0.5- inch Gurney flap may be employed.~~

~~B. The wing shall be mounted with two brackets. Each mounting bracket shall attach to the wing at least 2.0 inches inboard of the endplates. The brackets may protrude through the trunk/ deck lid to allow the brackets to be fastened together and/or to the chassis of the car beneath the lid.~~

~~C. The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

~~D. The trailing edge of the wing assembly must be located between 6.0 inches forward of the rearmost bodywork and the rearmost bodywork as measured along the vehicle longitudinal centerline.~~

E. Cars with a wagonback/notchback/hatchback style body must have the entire wing positioned between 6.0 and 28.0 inches of the rearmost bodywork as measured along the vehicle longitudinal centerline, and a maximum of 4.0 inches above the highest point of the roof. For this subsection, a wagonback/notchback/hatchback style body (or variations of these) is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.

F. Two wing mounting posts must be used, with each one located within 2" 20" inboard from the end of the wing. The exposed portion of the wing mounting posts must not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement. Openings in the side view of the wing mounts are not included in the sq. inch limit.

14. GTLite front splitter: A front splitter may be added that is a flat single-plane. The splitter shall be mounted flat. The splitter must not extend laterally any further than the widest point of the front fenders. The splitter must have no vertical deviations. Additionally, a maximum of four (4) rods or cables may be used to support the front, and/or the sides of the splitter. A single-plane vertical close- out panel may be used to bridge any gaps between the front fascia and splitter.

15. GT2 Aerodynamics

A. Front Air Dam

1. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.
2. The spoiler/air dam shall be mounted to the body and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.
3. The minimum ride height of the air dam is 2.0 inches.
4. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

B. Under tray

1. An under tray may be added. The under tray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.
2. The minimum ride height of the under tray is 2.0 inches.
3. Regardless of front or rear engine placement, an additional front under tray (close out panel) is allowed from the floor pan forward to the rear of the rear of the front wheel opening.

C. Splitter

1. Definition: A horizontal, single plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce down force through vertical pressure differential. A splitter shall have no vertical deviations.
2. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.
3. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.
4. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.
5. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
6. The minimum ride height of the front splitter is 2.0 inches.

~~D. Rear Wing~~

~~1. The wing shall be mounted to the *trunk lid upper surface / deck lid upper surface* with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is *between 4.0 and 30.0* inboard of endplates*, including the entire exposed vertical struc- ture.* The wing, and the portion of the mounting brackets located externally to the *trunk lid upper surface / deck lid upper surface*, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the *trunk lid upper surface / deck lid upper surface* to allow the two parts of each bracket to be fastened together. *The exposed side view portion of the wing mounting brackets / posts shall not exceed 100 square inches each. Curved brackets / posts will be measured as if they are in a flat plane as viewed from the side. Mounting brackets / posts must have no additional aerodynamic purpose.*~~

~~2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any Gurney flap.~~

~~3. No wing may exceed 72" in length. The entire wing assembly may be no wider than the widest part of the car.~~

~~4. The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof.~~

~~5. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.~~

~~6. Wing end plates must not exceed 144.0 square inches each.~~

~~E. Additional Aerodynamics~~

~~1. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max 4). Vertical side fences permitted at a maximum of 0.75" from the canard surface. Canard surface must be mounted to the front bodywork/spoiler with a maximum 1/16" gap allowance between canard and bodywork.~~

~~2. Regardless of front, rear or mid-engine placement, flat underbody panels are permitted. Underbody panels may start behind the front wheel openings.~~

~~3. An underbody close-out panel(s) may be used in the area behind the rear axle centerline. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the produc- tion car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical compo- nents, when looking from the rear and sides of the car, than the OEM trim pieces do. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car. Regardless of front or rear engine placement, an additional rear under tray (close out panel) is allowed from the floor pan rearward to the centerline of the rear axle.~~

~~F. Up to four hood/fender louvered panels are allowed. Total measurement area of panels shall not exceed 600 sq inches with a minimum of five slots (louvers) for each panel. All louvered panels must be mounted in front of the windscreen.~~

c. Suspension and Wheels

1. Wheelbase will be homologated on a case by case basis as requested by the manufacturer. Wheel- base may be changed from -3" to +1" from printed stock dimensions in a fore/aft direction.
2. Suspension components may be reinforced, modified, or replaced as long as the type of suspension is not changed from that authorized in this *Appendix* ~~GTCS~~.
3. Suspension mounting points, including suspension springs, may be relocated.

4. Suspension springs may be replaced with others of unrestricted origin.
5. Modifications or substitution of hubs, bearing, spindles, axle shafts, universal B joints, flex joints, and CV joints is permitted.
6. Addition or substitution of antiroll bars, camber compensating devices, and/or suspension stabi- lizers is permitted. If these devices extend into the driver/passenger compartment, they shall be completely sealed off by metal panels.
7. Suspension bushings and joints may be replaced by others of different material and/or design. Offset bushings and spherical bearings are permitted, including adjustable type.
8. Steering arms, pitman arms, and steering linkage component parts may be modified, reinforced, or substituted. The steering system may be changed and/or relocated.
9. The steering wheel may be replaced and rake of the steering column may be altered. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is required in all cars registered after January 1, 1983 and highly recommended for prior registered cars. ~~GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications shall have left side driver placement.~~
10. Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter. *The maximum wheel size is 13" X 7" unless otherwise noted on the vehicle specification line. Alternatively, any wheel up to 15" x 7" may be used with a weight penalty equal to four percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound.* ~~except in GT2~~.

~~a. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs. GT2 cars may run Hoosier DOT tires #46846 front, P315/30ZR18 A7 and #46850 rear, P335/30ZR18 A7.~~

~~b. The maximum wheel size for GT3 cars is 15 x 7". Alternatively: GT3 cars may run up to a maximum 17" x 9" wheel with a weight penalty equal to three (3) percent of the car's weight as listed on the specification line. The maximum vehicle weight shall be rounded to the nearest pound. Additionally: Any wheel up to 18" with a maximum tire cross section of 12.0" and a maximum tire diameter of 26.0" may be used with a weight penalty equal to five (5) percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. A maximum brake rotor diameter of 13.0" may be used with alternate wheels. Any racing tire including DOT is allowed in GT3. Cars using 15" American Racer 23.5-10.0-15, bias ply, non-belted tire may do so without the weight penalty.~~

~~c. The maximum wheel size for GTL is 13" X 7" unless otherwise noted on the vehicle specifica- tion line. Alternatively, any wheel up to 15" x 7" may be used in GTL with a weight penalty equal to four percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. Cars using 13" wheels may run 13" x 8" wheels, but only with American Racer 20.0-8.0-13, bias ply, non-belted tires, without weight penalty. GTL cars using 15" wheels may run 15" x 10" wheels, but only with American Racer 23.5-10.0-15, bias ply, non-belted, tire without weight penalty.~~

11. Shock absorbers: It is not permitted to alter the number of shock absorbers. The make of shock absorber is free and its points of attachment may be moved. Shock absorbers may have load bearing capacity; e.g., gas filled or coil over. When using load bearing shocks, the original springs may be removed. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications shall have the shock absorber attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited.

d. Electrical Systems

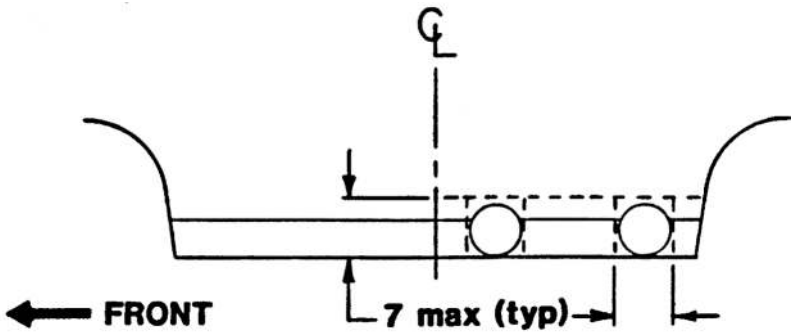
1. The electrical/electronic system may be modified or replaced provided an operating starter motor and two (2) brake lights are retained.
2. Any distributor or transistorized ignition system (including crank triggered), firing the same number of

spark plugs as the original distributor, may be used.

3. Magneto ignition is prohibited unless listed in *this Appendix* ~~the GTCS~~. Ignition wiring and spark plugs are unrestricted.

e. Engine and Drivetrain/General

1. Exhaust manifold(s), header(s), tailpipe(s), and muffler(s) may be of unrestricted origin. The exhaust pipe(s) and/or muffler(s) may be recessed into the floor panel and rocker panel. The exhaust may be recessed into the bottom of the door or rear fender below a line seven (7) inches above the bottom of the rocker. There maybe a maximum of two (2) such areas in the door or fender, with the maximum length for each no more than seven (7) inches. Note that the exhaust outlet shall still be mounted as low as possible. Exhaust opening(s) shall exit to the rear of the wheelbase center- line and away from the body.



180 degree headers: The passenger's side floor pan may be raised not more than ten (10) inches or a secondary floor may be installed at that level to accommodate the installation of the exhaust system and muffler(s) provided such raising of the floor serves no other purpose. Exhaust may pass through the rear bodywork no higher than the rear axle centerline.

2. Exhaust emission control air pumps, associated lines and nozzles, and EGR devices cannot be modified in any way except that they may be completely removed. When air nozzles are removed from the cylinder head, the holes shall be completely plugged.
3. Substitution or modification of the clutch and/or flywheel is permitted.
4. It is permitted to lighten, balance, or modify in shape, by tooling, the standard or optional components of the engine and drivetrain, provided it is always possible to identify them as such. Material shall not be added to these components unless specifically authorized by these rules.
5. Alternate engine and drivetrain components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump (including electric), timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.
6. The substitution of valve spring retainers and keepers is permitted. Valve springs are unrestricted (including number) provided the type and location remain unchanged.
7. Generator (alternator), crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. Any crankshaft vibration dampener is allowed.
8. Any oil pan (sump), oil pump(s), and/or pickups are allowed. Oil pump(s) shall be driven mechanically by the engine. Dry sump systems are permitted. The oil tank shall be located within the bodywork. The oil tank, cap, and all fittings shall be isolated so that in case of spillage, leakage, or failure, oil will not reach the driver. Any oil filter(s) may be used.
9. Installation of any vent or breather on the engine, transmission, or differential is permitted (See "Oil Catch Tanks"). Crankcase vacuum devices are prohibited, but a conventional dry sump system is permitted.

10. Any readily available manual transmission having no more than ~~six (6) forward speeds in GT2 and~~ five (5) forward speeds ~~in GT3 and Lite~~ and a functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile. Any shift linkage may be used. If a sequential shift gearbox is used, the car must carry a weight penalty equal to ~~1.25~~ *2.5* percent of the weight as listed on the spec line. If a synchromesh engagement transmission is used, the weight may be reduced by 1.25 percent of the weight listed on the spec line. A synchromesh gearbox is one having a friction mechanism to allow engagement. Note: The minimum vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the gear on the input shaft which meshes with the foremost gear on the counter/layshaft.

    A functional reverse is defined as "operable by the driver from his normal seated position and capable of sustained movement of the vehicle, under its own power, in a reverse direction." A driver-operated device for locking out reverse gear may be added provided it does not prevent prompt engagement of reverse in an emergency situation.

11. Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. Steel retaining strap(s) shall be used to prevent drive shaft failure from dropping or entering driver compartment.

12. Any axle tube, final drive housing, gear ratio, limited slip, or locked differential may be used. Final drive units which permit ratio changes while the car is in motion are prohibited. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/ rear drive configuration, shall use a "closed tube" rear axle housing or may use independent rear suspension (IRS), by choice, at weight increase equal to 2.5% of the car's specified weight.

13. OEM body-engine-chassis combinations may run in their stock locations. If the factory chassis is altered with respect to engine mounting or spindle location then engine location must comply with the following: Engine location is defined such that the forward-most spark plug is within 1.0 inch of the front axle centerline. Engine and transmission mounts may be of alternate shape and/ or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.)

    A. V8, V6, and V4 engines shall align the center of the foremost spark plug hole in line with the front axle spindles.

    B. In-line six (6) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.

    C. In-line four (4) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.

    D. Rotary engines setback from the front spindle centerline to the front spark plug is 4.5 inches.

    E. The engine may be rotated about the crankshaft centerline (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges.

14. Any transverse mounted engine may be rotated for axle/CV joint alignment. Any readily avail- able transmission having a functional reverse and no more than five (5) forward speeds may be used, provided it is mounted to the rear of the engine. All transverse engines may be rotated 180 degrees. A transverse mounted engine may be rotated to a longitudinal position that places the crankshaft centerline on the longitudinal centerline of the car (shall conform to all restrictions in Section 9.1.2.F.4.e). The engine may be rotated about the crankshaft (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges. Rear axle / suspen- sion per GTCS 9.1.2.F.2.

f. Engine, Reciprocating

1. Engines may be rebored a maximum of 1.2mm (0.047 inch) over the standard bore size listed in *this Appendix* ~~the GTCS~~. A cylinder block from any model from the same manufacturer which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted.

2. Crankshaft main bearing caps may be modified or substituted. Main bearing cap straps or girdles and/or additional main bearing cap bolts may be used, provided that no material is added to the block for their attachment.
3. The crankshaft may be replaced with another of the same basic material, but with no change in stroke and provided the angles of the crank throws remain the same. The engine firing order shall remain unchanged.
4. Connecting rods may be replaced with any connecting rod of steel (ferrous) material. Aluminum, titanium, and non-metal connecting rods are prohibited, except where fitted as standard.
5. Any pistons and piston pins may be used.
6. Any camshaft(s) may be used, provided locations are (is) the same as standard.
7. Any cam followers may be used, except that roller cam followers shall not be used unless fitted as standard equipment.
8. Any rocker arms and rocker assembly supports may be used.
9. Valve sizes are unrestricted except when limited by *this Appendix* ~~the GTCS~~ for specific automobiles. Centerlines shall not be altered. Valves may be of alternate material; non-metal is prohibited.
10. Compression ratio may be altered by machining, using any head gasket(s) or elimination of head gasket(s).

g. Engine, Rotary Piston

1. The capacity of the working chamber(s) shall not be changed.
2. The eccentric shaft may be replaced with another of the same basic material, but no changes in eccentricity or journal dimensions are permitted.
3. Rotor is unrestricted, providing the material and number of lobes remain unchanged.
4. Alternate rotor housings are allowed only as listed in *this Appendix* ~~the GTCS~~ for specific automobiles. No changes are allowed in the epitrochoidal curve in alternate housing.

~~**h. Engines, GT3 Turbocharged Built:**~~

~~1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.~~

~~2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbo- chargers between engine makes and models is prohibited.~~

~~3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.~~

~~4. Compression ratio on spark-ignition engines is limited to 15.0:1.~~

~~5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.~~

~~6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:~~

~~A. KKK/Borg-Warner K04~~

~~B. IHI VF30, VF39, or VF48~~

~~C. Garrett GT2554R, p/n 471171-3~~

~~D. Borg-Warner EFR6258~~

~~GT3 Turbocharged Built Engines:~~				
~~Engine Displacement (cc)~~	~~Valves / Cyl.~~	~~Restrictor~~	~~Weight (lbs)~~	~~Notes~~

~~<1400~~	~~4~~	~~33 mm~~	~~2100~~	
~~1401-1850~~	~~4~~	~~*34 mm*~~	~~*2250*~~	
~~*1401-1850*~~	~~*4*~~	~~*35 mm*~~	~~*2350*~~	

~~**i. Engines, GT3 Turbocharged OEM:**~~

~~1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.~~

~~2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged OEM Engine table.~~

~~3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.~~

~~GT3 Turbocharged OEM Engines:~~
~~See Car and Engine Spec Lines~~

m. Cooling Systems

1. Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission, and/ or differential oil coolers(s) is (are) permitted provided it (they) are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
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 mounted in the engine compartment. The heater core may be removed entirely but not modified or replaced.
3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
4. On water cooled cars, thermostats may be modified or replaced with blanking sleeves or restric- tors.
5. Alternate fan and fan shroud are permitted on air cooled engines.
6. Radiator intake and brake openings may be covered with screen and/or taped as necessary to protect the radiator and/or regulate air flow.

n. Fuel Induction System

All inducted air shall pass through venturi(s), maximum one (1) per cylinder or rotor.

1. Any air filter(s) may be used, or the filter(s) may be removed. Velocity stack(s) and/or air box(es) may be fitted. Air may be ducted to the carburetor(s) provided the ducting is contained within the engine compartment and air is supplied through normal openings in the bodywork (or as specifically authorized herein).
2. Any fuel pump(s) may be used and the location(s) may be changed. Fuel pump(s) shall not be located in the driver/passenger compartment.
3. All fuel/oil lines passing through the driver/passenger compartment shall be steel or metal braided hose. Number of fuel lines is unrestricted.
4. Carburetors:
   A. Reciprocating engines: Carburetor(s) and intake manifold(s) are unrestricted except as limited in *this Appendix* ~~the GTCS~~ for a specific make/ model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes unless using an SIR or otherwise restricted for specific automobiles. Intake manifold(s) shall be attached to the head(s) without modification to the head(s).
   B. Rotary engines: Carburetor and intake manifold are unrestricted except as limited in *this Appendix* ~~the GTCS~~ for a specific make/model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes, unless using an SIR. Intake manifold(s) shall be attached to

the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).

C. No portion of the intake manifold(s) may extend into the intake ports (reciprocating and rotary engines.)

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

E. Where Weber or Weber-type carburetors are specified and used, they shall retain their stan- dard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

F. Where Weber carburetors are specified, Weber-type carburetors may be substituted. The following are approved Weber-type carburetors: Weber, Solex, SK, Mikuni, Delorto, Berg, and PMO.

5. Any car may utilize fuel injection, whether originally equipped with fuel injection or not. The following restrictions apply.

A. Both method and manufacturer are open.

B. Intake manifold shall be of the individual runner type, unless using an SIR or otherwise notes on the vehicle spec line. Cars using an SIR may use any manifold type.

C. Only butterfly-type throttle plates for engine speed control, one per cylinder or rotor, are permitted if intake restrictors and/or chokes are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. SIR location is unrestricted so long as all SIR criteria are met. Restrictors shall be a minimum .060" thickness and of the specified diameter.

D. All inducted air for each cylinder must pass through the specified restrictor. Fuel injected cars, unless otherwise specified, shall use the same individual venturi restriction size specified for a car using carbureted induction.

E. The number of injectors shall be one (1) per cylinder (unless otherwise noted on the vehicle specification line). Direct injection is permitted only if it came OE and must be installed using only OE high pressure pump(s), hard and soft hoses and injectors.

F. Rotary engines may use two (2) injectors per rotor.

6. Supercharging/turbocharging is prohibited.

7. Any throttle linkage may be used.

8. Induction systems shall be equipped with a positive method of throttle closing by means of (an) external spring(s).

~~For GT3 and GTL (GTLite) only:~~

9. As an option, induction system "Chokes" may be used where a SIR is required. Said chokes shall be fitted to each barrel of carburetor/throttle body and all airflow into engine must pass through them. Choke size will be the same as listed SIR unless noted.

~~This option is for normally aspirated cars with SIRs only and does not apply to turbo cars with TIRs.~~

~~10. All 2.0 liter 4 valve non turbo engines currently listed in GT3 shall be permitted to run without any restriction (SIR or chokes) at 2060lbs.~~

j. Brakes

1. Any dual master cylinders and/or pressure equalizing/regulating device(s) are permitted. ABS braking systems are allowed if shown on the individual Spec Line.

2. Servo-assist systems are unrestricted.

3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. One brake duct fan per corner may be added.

4. The hand brake may be removed.

5. Brake lines shall be steel or metal braided hose. They may be relocated and may be given additional protection.
6. Brake calipers and/or drums are unrestricted except as limited by *this Appendix* ~~the GTCS~~ for a specific make/ model. Brake rotors shall be ferrous material but are otherwise unrestricted. Brake rotors/drums shall be located in the original position (e.g., inboard vs. outboard).
7. Water cooled brakes are permitted, maximum reservoir capacity two (2) gallons, maximum line size 3/16 inch I.D. The water shall be atomized by an atomizing nozzle, and the water shall enter the air duct a minimum of twelve (12) inches from the centerline of the spindle/axle.

k. ~~GTLite~~ Rules Concerning Alternate Weights and SIRs

1. Allow currently restricted 2V engines less than 1400ccs to run unrestricted at a 100 lb. weight penalty. Allow currently restricted 3V and 4V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb. weight penalty.
2. Allow all 2V and 3V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 125 lb weight penalty.
3. Allow all 4V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 175 lb weight penalty.
4. Competitors running the alternate SIR must display “+1mm” on the side of their car next to their new weight.
5. Competitors running the unrestricted option must display “UNR” on the side of their car next to their new weight.
6. Compression ratio limited to 15:1 for SIR restricted engines.

~~**l. GT2 Rules Concerning Alternate Weights and SIRs**~~

~~1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty. This weight penalty is to be added prior to any “add-on” penalties, such as sequential shifting, IRS, etc.~~

~~**m. GT3 Rules Concerning Alternate Weights and SIRs.**~~

~~1. Traditional GT3 cars that that are currently required to run an SIR may run +1mm above spec line listed size size with a 175lb. weight penalty.~~

~~2. Competitors running the alternate SIR must display “+1.mm” on the side of their car next to the new weight~~

FP-GTL Cars

Note; FP/GTL Cars must comply with rules as stated in Appendix N of the GCR. GTL cars are allowed to compete under the 9.1.2.F. GT-2, 3, LITE Category Specifications at the Regional Level.

Acura

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Integra	(-93)	2dr	FWD	96.5	May use any class legal Honda engine.
Integra	(94-)	2dr	FWD	101.2	May use any class legal Honda engine.
RSX	(02-05)	2dr	FWD	96.5 / 101.2	May use any class legal Honda engine.

FP-GTL Cars - ALFA ROMEO

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
GT-1300 Junior	NA	2dr	RWD	92.5	
GTA Junior	NA	2dr	RWD	92.5	
Alfetta GT	NA	2dr	RWD	94.5	
Guilia 1300	NA	2dr	RWD	98.8	
Guilia 1300 TI	NA	2dr	RWD	98.8	
GTV 1600	NA	2dr	RWD	92.5	
GTV 1750 / 2000	NA	2dr	RWD	92.5	
Giulietta Spider / Giulia Spider	NA	2dr	RWD	86.6 / 88.6	
All Spider Models	(-94)	2dr	RWD	88.6	

Engines - ALFA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	78.0 x 67.5	1130	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	74.0 x 75.0	1290	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	80.0 x 67.5	1357	Alum, Crossflow	2	Unrestricted	1565	
	DOHC	78.0 x 82.0	1570	Alum, Crossflow	2	24.5mm SIR	1935	
	DOHC	80.0 x 75.0	1508	Alum, Crossflow	2	24.5mm SIR	1905	
	DOHC	80.0 x 88.5	1779	Alum, Crossflow	2	24mm SIR	2040	Alt. head: 19510-01053-04 (twin plug).

FP-GTL Cars - AMC

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
AMC/Renault Alliance	NA	3dr	FWD	93.5	
AMC/Renault Encore	NA	2dr	FWD	93.5	

Engines - AMC/Renault

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes

	OHV	73.0 x 77.0	1289	Alum, Crossflow	2	Unrestricted	1619	Alternate crossflow head #7700597627.
	OHV	76.0 x 77.0	1397	Alum, Crossflow	2	24.5mm SIR	1850	Alternate crossflow head #7700597627.

FP-GTL Cars - BMC thru Rover Group

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Austin-Healey Sprite	NA	2dr	RWD	80.0	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82.
MGB & MGB-GT	NA	2dr	RWD	91.0	
MG Midget	NA	2dr	RWD	80.0	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82.
Mini Cooper	NA	2dr	FWD	80.2	1) Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. 2) Reduce by 100 lbs with original suspension and 10" wheels. 3) Front and rear body seams may be removed. 4) Full flat bottom floors are permitted. 5) Rear valance panel may be removed or modified. 6) Rain gutters may be modified.
Austin America	NA	2dr	FWD	93.5	
BMW Mini	2002-2013	2dr	FWD	97.1	
Triumph Spitfire	NA	2dr	RWD	83.0	Roll cage meeting requirements for cars under 1500 lbs. are acceptable for cars registered prior to 4/1/82.

Engines - BMC thru Rover Group

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
MG "B" Series	OHV	80.3 x 88.9	1798	Iron, non-Crossflow	2	24.5mm SIR	2035	
Triumph Spitfire	OHV	69.34 x 76.2	1147	Iron, non-Crossflow	2	Unrestricted	1492	
Mini/Sprite/Midget	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Iron, non-Crossflow	2	Unrestricted	Mini: 1275@1531 1380@1609 1399@1670 Sprite/ Midget: 1275@1638 1380@1716 1399@1738	Any mini that retains the OE common sump gearbox configuration may reduce their weight by 125 lbs. Pierce aluminum cylinder head part #99003.843 allowed.
Mini/Sprite/Midget	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Alum. Crossflow	2	Unrestricted 24.5mm SIR 24.5mm SIR Unrestricted 24.5mm SIR 24.5mmSIR	Mini: 1275@1675 1380@1900 1399@1939 Sprite/ Midget: 1275@1765 1380@2010 1399@2050	See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 125 lbs.
Triumph Spitfire	OHV	73.66 x 75.997	1296	Iron, non-crossflow	2	Unrestricted	1638	
Triumph Spitfire	OHV	73.66 x 87.376	1493	Iron, non-crossflow	2	25mm SIR	1895	
BMW Mini W10B16	SOHC	77.0 x 85.8	1598	Alum, Crossflow	4	23.5mm SIR	1950	

FP-GTL Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
E21	1975-1983	2 dr. Sedan	RWD	100.9	
318i/318iS	90-91	2dr	RWD	101.1	
1600-2 / 1602	NA	2dr	RWD	98.5	
Z3	96-02	Roadster	RWD	96.3	

Engines - BMW

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	84.0 x 71.0	1573	Alum, Crossflow	2	24.5mm SIR	1935	
M42B18	DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	22.5mm SIR	2050	
M42B19	DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	22.5mm SIR	2070	

FP-GTL Cars - DODGE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Colt Coupe	NA	2dr	FWD	96.0	Mitsubishi bodywork allowed.
Omni	NA	2dr	FWD	99.2	
024	1978	2dr	FWD	96.7	

Engines - DODGE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	79.0 x 86.0	1597	Alum, Crossflow	2	24.5mm SIR	1950	
	SOHC	79.5 x 86.4 alt. bore: 81.0	1715 1781 1715 1781	Alum, non-Crossflow Alum. Crossflow	2	24.5mm SIR 24.5mm SIR 24mm SIR 24mm SIR	2010 2040 2010 2040	

FP-GTL Cars- FIAT

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
124 Sport Coupe	NA	2dr	RWD	95.3	
124 Special	NA	2dr	RWD	95.3	
128 Coupe	NA	2dr	FWD	87.5	
128	NA	2dr	FWD	96.4	
131 Coupe	NA	2dr	RWD	98.0	
131 Sedan	NA	4dr	RWD	98.0	
X19	NA	2dr	RWD	86.7	

Engines - FIAT

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	80.0 x 55.5	1116	Alum, Non-Crossflow	2	Unrestricted	1331	

	SOHC	86.0 x 55.5	1290	Alum, Non-Crossflow	2	Unrestricted	1555	Roll cage meeting requirements for cars under 1500 lbs are acceptable for cars registered prior to 1/1/82.
1300 w/ 1500 block	SOHC	86.0 x 55.5	1290	Alum, Non-Crossflow	2	Unrestricted	1579	
	OHV	80.0 x 71.5	1438	Alum, Non-Crossflow	2	25mm SIR	1870	
	SOHC	86.4 x 64.0	1498	Alum, Non-Crossflow	2	25mm SIR	1900	
	DOHC	80.0 x 79.2	1592	Alum, Crossflow	2	24.5mm SIR	1945	
	DOHC	80.0 x 80.0	1608	Alum, Crossflow	2	24.5mm SIR	1955	
	DOHC	84.0 x 79.2	1756	Alum, Crossflow	2	24mm SIR	2040	
1500 Limited Prep (Engine & Chassis)	SOHC	3.40 x 2.52	1498	Aluminum	(I) 1.43 (E) 1.31	(1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection	1835	Compression ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.

FP-GTL Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Anglia Super	NA	2dr	RWD	90.5	
Cortina GT	64-68	2dr	RWD	98.0	
Escort Super	68-74	2dr	RWD	96.0	
Escort Lynx, EXP, LN7	81-90 1982	2dr	FWD	94.2	
Escort Mexico	70-74	2dr	RWD	96.0	
Fiesta	78-80	2dr	FWD	90.0	
Festiva	88-93	3 Dr. Hatchback	FWD	90.2	
Mustang	94-04	2dr	RWD	95.7-99.8	
Pinto	NA	2dr	RWD	94.0	Non-tube frame track: (F&R) 60.52"

Engines - FORD

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	3.19 x 2.29	1198	Iron, Non-crossflow	2	Unrestricted	1511	Alternate 1500cc Block: casting # 27333E6015 @ +23 lbs.
	OHV	3.19 x 2.48	1297	Iron, Non crossflow	2	Unrestricted	1511	Alternate 1500cc Block: casting # 27333E6015 w/ 23 lb penalty, 1600cc block w/ 25 lb penalty. Any Formula F cyl. head may be used, including aluminum version w/ 75 lb. penalty.
	OHV	81.0 x 73.2	1499	Iron, Non crossflow	2	25mm SIR	1900	
	DOHC	78.0 x 83.6	1597	Alum Crossflow	4	23.5mm SIR	1950	

	OHV	81.0 x 77.5	1598	Iron, Crossflow	2	24.5mm SIR	1950	Any Formula F cylinder head may be used, including aluminum version.
	SOHC	80.0 x 79.5	1598	Alum, Crossflow	2	24.5mm SIR	1950	
Zetec	DOHC	80.6 x 88.0	1796	Alum, Crossflow	4	22.5mm SIR	2050	Alt. 2.0L cyl block may be sleeved to specified bore size.
	DOHC	83.0 x 85.0	1839	Alum Crossflow	4	22.5mm SIR	2070	

FP-GTL Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Ginetta G40	2002-	2-Door Coupe	RWD	88.6	Must comply with all GTL rules except as noted on spec line. May use FIA roll cage. Must have complete build specs in possession at all race events.

Engines - GINETTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
Ginetta/Ford Zetec		80.6mm X 88.0mm	1796cc	Crossflow	4	22.5 SIR	2050 + 51 lbs for IRS. + 26lbs. for sequential.	5 Speed o

FP-GTL Cars - HONDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Civic	73-79	3dr	FWD	86.6	
Civic	80-87	3dr	FWD	88.6	
Civic	84-87	2dr, 3dr	FWD	93.7	Hood bulge permitted, no openings.
Civic	84-87	4dr	FWD	96.5	Hood bulge permitted, no openings.
Civic	88-91	3dr	FWD	98.4	Hood bulge permitted, no openings.
Civic	92-95	2dr	FWD	98.4 or 103.2	Hood bulge permitted, no openings.
Civic	96-06	2dr	FWD	103.2	Hood bulge permitted, no openings.
Civic	06-09	2dr	FWD	104.3	
Civic Coupe	96-00	2dr	FWD	101.3	
Civic Coupe	2017-	2dr	FWD	106.3	
Civic Del Sol	93-97	2dr	FWD	93.3	
Civic Hatchback	96-00	2dr	FWD	103.2	
CRX	84-87	3dr	FWD	86.6	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.
CRX	88-91	3dr	FWD	90.6	Hood bulge permitted, no openings. May mount wing per hatchback-station wagon specs, but no part of the wing assembly may be above the highest point of the roof.
CRZ	10-14	3dr	FWD	95.9	Alternate wheelbase 90.6 in.
CRZ	15-16	3dr	FWD	103.1	Alternate wheelbase 90.6 in.
Fit	2009-13	2dr	FWD	99.0	Alternate wheel bases 94.0" and 97.0"
Insight	00-06	2dr	FWD	94.5	Alternate wheelbase 90.6 in.

Engines - HONDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
EB	SOHC	70.0 x 76.0	1170	Alum, Crossflow	2	Unrestricted	1550	Alt heads: #12100-634-000.
EB	SOHC	72.0 x 76.0	1237	Alum, Crossflow	2	Unrestricted	1633	Alt heads: #12100-634-000.
EN	SOHC	72.0 x 82.0	1335	Alum, Crossflow	3	24mm SIR 25mm SIR	1820 1920	Alt. Heads: #12100-PB9-000 (2 valve, Crossflow w/ unrestricted fuel induction at 1719 lbs), 12100-PA1-000.
EW	SOHC	74.0 x 78.0	1342	Alum, Crossflow	3	24mm SIR	1820	Alt. Heads: #12100-PE3-000 or 12100-PE7-000.
EW	SOHC	74.0 x 86.5	1488	Alum, Crossflow	3	24mm SIR	1895	Alt. Heads: #12100-PE3-000 or 12100-PE7-000.
D15	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	23mm SIR	1895	
D15b7	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	Fuel Injection	1895	Comp. Ratio limited to 11.0:1, Valve lift limited to .390". Valve size: (I) 29.0mm (E) 25.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,I for permitted limited prep level 2 build specs.
Fit	DOHC	73.0 x 89.4	1497	Alum Crossflow	4	23mm SIR	1900	
D16	SOHC	75.0 x 90.0	1590	Alum, Crossflow	4	23.5mm SIR	1945	
D16A	DOHC	75.0 x 90.0	1590	Alum, Crossflow	4	23.5mm SIR	1945	
B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	23.5mm SIR	1950	
B18	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	22.5mm SIR	2050	
B18	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	22.5mm SIR	2065	

FP-GTL Cars- Hyundai

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Accent	2010-	2DR	RWD	97.0	

FP-GTL Cars - KIA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Rio	00-05	4dr	RWD	95.0	
Rio	06-11	4dr/5dr	RWD	98.4	
Rio	12-17	4dr/5dr	RWD	101.9	
Forte	09-12	2dr/4dr	RWD	104.3	
Forte	13-17	2dr/4dr	RWD	106.3	

Engines - KIA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
Gamma	DOHC	77.0 x 85.44	1591	Alum, Crossflow	4	23.5mm SIR	1950	
BP	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	22.5 mm SIR	2270	

FP-GTL Cars - LANCIA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Scorpion	76-77	2dr	RWD	90.5	Trunk mounted fuel cell is permitted. Fabric roof panel may be replaced with alternate material. Non-tube frame track (R) 61.5".

Engines - LANCIA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	84.0 x 79.2	1756	Alum, Crossflow	2	24mm SIR	2030	

FP-GTL Cars - LOTUS

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Cortina	64-66	2dr	RWD	97.5	
Cortina	67	2dr	RWD	98.0	
Elan S2, S4 (Rdstr, Cpe, Drphead)	NA	2dr	RWD	84.0	Windshield may be removed and a low front hoop roll cage may be fitted.
Europa		2dr	RWD	91.0	

Engines - LOTUS

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	82.6 x 73.0	1558	Alum, Crossflow	2	24.5mm SIR	1930	Alternate cylinder heads allowed: Ford 1500 Non-crossflow and Ford 1600 crossflow (including aluminum version)

FP-GTL Cars- MAZDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
323	88-91	2dr	FWD	94.5	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
3		2dr	FWD	97.0	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
GLC	NA	2dr	FWD	93.1/98.4	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-3	92-94	2dr	FWD	91.1/96.3	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
Spec Miata (Effective 11/1/2024)	1990-93 1994-00 2001-05				All Models and years must use Legal Spec Miata engine including legal Spec Miata intake system.
MX-5 / Miata	90-05	2dr	RWD	89.2	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX-5	06-10	2dr	RWD	91.7	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
MX5 RF (Effective 11/1/2024)	2017-			91.0	
Protégé	1999	2dr	FWD	96.5/98.4/ 102.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
Protégé 5	2002	5dr	FWD	96.3/102.8	OEM roof spoiler is permitted (P/N:B25T-51-960C-XX, "XX"=color code) Engine setback from the front spindle center-line to the front spark plug is 4.5
RX-3		2dr	RWD	91.0	
RX-7		2dr	RWD	95.3, 95.5, 95.7	Non-tube frame track (F) 60.7" (R) 60.3".

Engines - MAZDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	73.0 x 76.0	1272	Alum, Crossflow	2	Unrestricted	1638	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 69.6	1296	Alum, Crossflow	2	Unrestricted	1604	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 80.0	1490	Alum, Crossflow	2	24.5mm SIR	1895	Alt. Head: #E515-10-100B.

	SOHC	78.0 x 83.6	1597	Alum, Crossflow	2	24.5mm SIR	1950	
	DOHC	78.0 x 83.8	1597	Alum, Crossflow	4	23.5mm SIR	1900	
	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	22.5mm SIR	2070	
B3		71mm x 83.6	1324	Alum. Crossflow	4	Unrestricted	1700	
12A	Street Port		2292			29mm SIR	2000	
13B	Street Port					28mm SIR	2125	

FP-GTL Cars NISSAN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
PL510	68-73	2dr, 4dr	RWD	95.3	
1200 (B110)	70-73	2dr	RWD	90.6	
B210	74-78	2dr, 3dr, 4dr	RWD	92.1	
Note	2016	5dr.	FWD	94.0/97.0	
210 (B310)	79-82	2dr, 3dr, 4dr	RWD	92.1 or 94.2	
SPL 311/311U	NA	2dr	RWD	89.9/95.7	
Pulsar (N12)	83-86	3dr	FWD	95.1	
Pulsar (KN13)	87-90	3dr	FWD	95.1	
Sentra	2016	2dr., 4dr.	FWD	94.0/97.0	
Sentra (B11)	82-85	2dr, 3dr, 4dr	FWD	94.5	
Sentra (B12)	86-90	2dr, 3dr, 4dr	FWD	94.5	
Sentra (B13)	91-94	2dr, 4dr	FWD	95.7	May have hood bulge (Max. of 1.5"H x 10.0" L x 6.0 W)
200SX	75-79	2dr	RWD	92.0	
200SX SE-R (B14)	95-97	2dr	FWD	95.7 or 99.8	
240SX (S13/S14)	NA	2dr	RWD	97.5 or 99.4	Hood Bulge allowed, no openings.
Sentra SE-R (B15U)	2002	4dr	FWD	95.7 or 99.8	
Versa	2016	5dr.	FWD	94.0/97.0	

Engines - NISSAN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
A12	OHV	73.0 x 70.0 alt. bore: 75.2 max.	1171 1243 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1511 (1590 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A12A	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237 1310 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1604 (1643 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A12A w/A14 Block	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237 1310 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1623 (1705 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.

A13	OHV	73.0 x 77.0 alt. bore: 75.2 max.	1288 1368 (w/ alt. bore)	Alum, Non-crossflow	2	Unrestricted	1677 (1716 w/ alt. bore)	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A14	OHV	76.0 x 77.0	1397	Alum, Non-crossflow	2	25mm SIR	1800	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A15	OHV	76.0 x 82.0	1488	Alum, Non-crossflow	2	25mm SIR	1895	Alt heads: #11041-H2303, 11041-H5704, 11041-H9204.
A16H	OHV	76.0 x 88.0	1597	Non-crossflow	2	25mm SIR	1950	Must use A14/15 "A" series block. Must use non crossflow "A" series cylinder.
E15	SOHC	76.0 x 82.0	1488	Alum, Crossflow	2	24.5mm SIR	1895	Alt head: #11041-15M00.
E16	SOHC	76.0 x 88.0	1597	Alum, Crossflow	2	24.5mm SIR	1950	Alt heads: #11041-15M00, 11041-17M00.
GA16	DOHC	76.0 x 88.0	1597	Alum, Crossflow	4	23.5mm SIR	1950	
L16	SOHC	83.0 x 73.7	1595	Alum, Non-crossflow	2	25mm SIR	1950	Alt Heads: #11041-22010, 11041-U0600A, 11041-U0602-SV, 11041-N7120, 11041-21901.
L16 (Limited Prep)	SOHC	83.0 x 73.7	1596	Alum. Non-Crossflow	2	(2) auto type sidedrafts w/ 34mm choke(s).	2000	(Effective 11/1/2024) Alt. chokes: 32mm @1910 lbs Comp. Ratio limited to 12.0:1, Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.
R16 (Limited Prep)	4 cyl OHV	3.43 x 2.63	1596	Iron or Alum, non crossflow	2	(2) auto type sid-edrafts w/32mm choke(s).	1950	Comp. Ratio limited to 12.0:1. Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm. Drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for permitted limited prep level 2 build specs.
SR16VE	DOHC	86.0 x 68.7	1596	Alum, Crossflow	4	23.5mm SIR	1950	Alt. Heads: #11040-1N591.
QG18DE	DOHC	80.0 x 88.0	1769	Alum, Crossflow	4	22.5mm SIR	2035	
L18	SOHC	85.0 x 78.0	1770	Alum, Non-Crossflow	2	24.5mm SIR	2035	#11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
MR18DE	DOHC	84.0 x 81.1	1797	Alum. Crossflow	4	22.5mm SIR	2050	
MRA8DE	DOHC	79.7 x 90.1	1797	Alum. Cross flow	4	22.5mm SIR	2050	
CA18	SOHC	83.0 x 83.6	1809	Alum, Crossflow	2	24mm SIR	2055	
CA18DE	DOHC	83.0 x 83.6	1809	Alum, Crossflow	4	22.5mm SIR	2055	

FP-GTL Cars - OPEL

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1900	1995	2dr	RWD	95.7	
Mk 51		2dr	RWD	95.7	
Mk 53		2dr	RWD	95.7	
Sport Coupe Rallye		2dr	RWD	95.7	
Mk 57R		2dr	RWD	95.7	
Sport Coupe		2dr	RWD		
Mk 77		2dr	RWD	95.7	
GT 1900	1995	2dr	RWD	95.7	

Engines - OPEL

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	93.0 x 69.9	1897	Iron, Non-crossflow	2	24.5mm SIR	2100	

FP-GTL Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
914-4		2dr	RWD	96.5	
Porsche Boxster		2dr	RWD	96.5	May utilize any engine listed in GTL VW engine spec line.

Engines - PORSCHE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	93.0 x 66.0	1795	Alum, Crossflow	2	24mm SIR	2050	Material may be added as required only to relocate spark plug hole as per 2.0L head. Alum crossflow head from 2.0L may be utilized.
	OHV	90.0 x 66.0	1679	Alum, Crossflow	2	24mm SIR	1990	Material may be added as required only to relocate spark plug hole as per 2.0L head. Alum crossflow head from 2.0L may be utilized.

FP-GTL Cars - RENAULT

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
R5	NA	2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8. See AMC/Renault for engines.
R1228	1978	2dr	FWD	96.6	Left Hand Drive Wheelbase - 95.8. See AMC/Renault for engines.
LeCar	78-79	2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8. (Firewall modifications permitted with use of alt. head.) Removal only of rain rail permitted, no modification. See AMC/Renault for engines.

FP-GTL Cars - SAAB

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Sedan	-1964	4dr	FWD	98.4	
Sonet V4	67-69	2dr	FWD	84.6	
Sonet III	70-74	2dr	FWD	84.6	

Engines - SAAB

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	90.0 x 58.9	1498	Iron, crossflow	2	24.5mm SIR	1900	Alternate intake manifold: #379050.
	OHV	90.0 x 66.8	1698	Iron, crossflow	2	24mm SIR	2000	Alternate intake manifold: #379050.

FP-GTL Cars - SCION

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Xa	(05-06)	5dr	FWD	93.3	May use any class legal Toyota engine.

FP-GTL Cars- SUBARU

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
GL Coupe	NA	2dr	FWD	96.6	CVT transmission prohibited.
Justy (2WD)	88-94	2dr	FWD	89.9	CVT transmission prohibited.

Engines - SUBARU

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	78.0 x 83.0	1189	Alum, Crossflow	3	Unrestricted	1506	
	OHV	3.23 x 2.36	1267	Alum, Non-crossflow	2	Unrestricted	1633	

FP-GTL Cars - SUZUKI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Swift	89-94	2dr	FWD	89.2	
Swift	89-94	4dr	FWD	93.1	
Swift	95-01	2dr	FWD	93.1	

Engines - SUZUKI

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	74.0 x 75.5	1299	Alum, Crossflow	4	23mm SIR	1800	

FP-GTL Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Celica	00-05	2dr	FWD	102. 4 or 93.7	
Corolla 1200	NA	2dr	RWD	90.0 or 91.9	Rollcage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82
Corolla SR-5	-74	2dr	RWD	91.9	
Corolla SR-5	75	2dr	RWD	93.3	
Corolla Sport Coupe & Lift Back	76-79	2dr, 3dr, 4dr		93.3	
Corolla	80-83	2dr, 3dr	RWD	94.5	
Corolla	84	2dr, 3dr, 4dr	RWD	90.6	
Corolla Sport / Sport Coupe (8V)	84-87	2dr, 3dr	RWD	94.5	
Corolla SR-5 / Sport Coupe	88	2dr	FWD	95.7	
GR86	2021-23	2dr	RWD	101.3	
MR2	85-89	2dr	RWD	91.3 or 94.5	Hood bulge allowed.
MR2	91-95	2dr	RWD	91.3 or 94.5	Hood bulge allowed.
MR-2	99-07	2dr	RWD	96.5	
Paseo	92-99	3dr	FWD	93.7	
Starlet	81	3dr	RWD	90.6	
Tercel	91-	2dr, 3dr	FWD	93.7/95.3	

Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3K	OHV	75.0 x 66.0	1166	Alum, Non-Crossflow	2	Unrestricted	1570	May use 4Y block only
4K	OHV	75.0 x 73.0	1290	Alum, Non-Crossflow	2	Unrestricted	1604	May use 4Y block only
	OHV	77.5 x 77.0	1452	Alum, Non-Crossflow	2	25mm SIR	1875	
5K	OHV	80.5 x 73.0	1486	Alum, Non-Crossflow	2	25mm SIR	1895	May use 4Y block only

4A-C/L/LC	SOHC	81.0 x 77.0	1587	Alum, Non-Crossflow	2	25mm SIR	1945	
4AG	DOHC	81.0 x 77.0	1587	Alum, Crossflow	4	23.5mm SIR	1945	
4A-F 4A-FE	DOHC	81.0 X 77.0	1587	Alum, Crossflow	4	23.5mm SIR	1945	
G16E-GTS	DOHC 3 Cyl.	87.5 x 89.7	1618	Alum. Crossflow	4	23.5mm SIR	1945	No Turbo.
4AG	DOHC	81.0 x 85.5	1762	Alum, Crossflow	4	22.5mm SIR	2030	Must run identical deck height as 4AG block.
2T-C	OHV	85.0 x 70.0	1588	Alum, Crossflow	2	24.5mm SIR	1945	
7AFE	DOHC	81.0 x 85.4	1762	Alum, Crossflow	4	22.5mm SIR	2030	Alternate heads 11101-16010 and 11101-16030. 77mm alternate stroke permitted at 2040 lbs.
3TC	OHV	85.0 x 78.0	1770	Alum, Crossflow	2	24mm SIR	2035	
1ZZ	DOHC	79.0 x 91.5	1794	Alum, Crossflow	4	22.5mm SIR	2045	
2ZZ	DOHC	82.0 x 85.0	1796	Alum. Crossflow	4	22.5mm SIR	2050	

FP-GTL Cars - VOLKSWAGEN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1300/1500/1600 (Bug)	65-69	2dr	rear engine	94.5	
1600 (Bug) / Super Beetle	70-77	2dr	rear engine	95.3	
Rabbit	75-84	3dr, 5dr	FWD	94.5	
Scirocco		3dr	FWD	94.5	
Corrado		3dr	FWD	97.3	
Fox	88-92	2dr	FWD	92.8	
Golf	85-	3dr, 5dr	FWD	94.5	
Golf Mark - IV		3dr, 5dr	FWD	98.9	
Jetta Mk 1		2dr	FWD	94.5	
Beetle	98-01	3dr	FWD		
Fun Cup Beetle (1.8)	All	2dr	RWD	94.5	VW 1.8L, 2V, SOHC, aluminum non-crossflow (no other displacements permitted). 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.
Cabriolet	75-84	3dr	FWD	94.5	

Engines - VOLKSWAGEN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
air cooled, flat 4	OHV	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted	1482	Siamesed intake port.
air cooled, flat 4	OHV	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted	1575	Dual intake port.
water cooled	SOHC	79.5 x 73.4	1457	Alum, non-crossflow	2	25mm SIR	1880	
water cooled	SOHC	76.5 x 80.0	1471	Alum, Non-Crossflow	2	25mm SIR	1885	Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head.
air cooled, flat 4	OHV	83.0 x 69.0	1493	Alum, Crossflow	2	24.5mm SIR	1895	Alt. Heads: #043-101-375H.

air cooled, flat 4	OHV	85.5 x 69.0	1584	Alum, Crossflow	2	24.5mm SIR	1940	Alt. Heads: #043-101-375H.
water cooled	SOHC	79.5 x 80.0	1588	Alum, Non-Crossflow	2	25mm SIR	1945	Alt. Heads: #026-103-373G, 049-103-351C, Eurospec Sports head.
air cooled	OHV	90.0 x 66.0	1679	Alum, Crossflow	2	24mm SIR	1990	Alt. Heads: #043-101-375-H.
water cooled	SOHC	79.5 x 86.4	1715	Alum, Non-Crossflow	2	24.5mm SIR	2010	Alt. Eurospec cyl. head may be used.
water cooled	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	24.5mm SIR	2040	Alt. Eurospec cyl. head may be used. 8 valve aluminum crossflow head may be used. Must run 24mm SIR at 2050 lbs. as this is a change to the original engines architecture.
water cooled	DOHC	81.0 x 86.4	1780	Alum, Crossflow	4	22.5mm SIR	2040	
water cooled (Production Limited Prep Level 2)	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	Fuel injection or Two (2) 45mm carbs restricted to 32mm venturis	2040	Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Drysump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e,f.g.h.i for limited prep level 2 build specs.
058, 06A and 06B	DOHC	81.0 x 86.4	1780	Alum Crossflow	5	22.5mm SIR	2040	
air cooled	OHV	93.0 x 66.0	1795	Alum, Crossflow	2	24mm SIR	2050	Alt. Heads: #043-101-375-H.
"Fun Cup" Beetle Sealed	SOHC	82.5 x 86.5	1780	Alum, non-Crossflow	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.

Taken Care Of
None.

What Do You Think
None.

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

DATE: October 20, 2024
NUMBER: TB 24-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/1/2024 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #36074 (B-Spec/C-Spec Committee) Remove wheelbase from spec lines and replace with Restrictor
In B-Spec Spec Lines that are not expiring on 1/1/25, replace Wheelbase as follows:
"*(Effective 1/1/2025)*~~Wheelbase~~ *Restrictor* (mm)"

In B-Spec Spec Lines, update the value in the spec lines under the Restrictor column as follows effective 1/1/2025:
Chevrolet Sonic Sedan MT (12-19): "~~2525~~*33*"
Chevrolet Sonic Sedan AT (12-19): "~~2525~~*35*"
Chevrolet Sonic Hatchback MT (12-19): "~~2525~~*34*"
Chevrolet Sonic Hatchback AT (12-19): "~~2525~~*36*"
Fiat 500 (12-17): "~~2300~~"
Ford Fiesta Hatchback (11-19): "~~2470~~*39*"
Ford Fiesta Sedan (11-19): "~~2470~~*38*"
Honda Fit MT (07-08): "~~2450~~"
Honda Fit AT (07-08): "~~2450~~"
Honda Fit MT (09-14): "~~2500~~"
Honda Fit AT (09-14): "~~2500~~"
Honda Fit MT (15-19): "~~2530~~*31*"
Honda Fit CVT (15-19): "~~2530~~*33*"
Hyundai Accent Hatchback (12-19): "~~2570~~*41*"
Kia Rio Hatchback (12-19): "~~2570~~*41*"
Mazda2 (10-14): "~~2490~~"
Mini Cooper Hatchback (R50) MT (02-06): "~~2466~~"
Mini Cooper Hatchback (R50) CVT (02-06): "~~2466~~"
Mini Cooper (R56) MT (07-10): "~~2466~~*44 (OE Catalyst) 40 (Header)*"
Mini Cooper (R56) AT (07-10): "~~2466~~*46 (OE Catalyst 42 (Header)*"
Mini Cooper Clubman (R55) (07-10): "~~2547~~*44 (OE Catalyst) 40 (Header)*"
Mini Cooper (R56LCI) MT (11-13): "~~2466~~*43*"
Mini Cooper (R56LCI) AT (11-13): "~~2466~~*43*"
Mini Cooper Clubman (R55) (11-15): "~~2547~~*42*"
Mini Cooper Coupe (R58) (12-15): "~~2466~~*42*"
Nissan Micra Cup Cars (Canadian): "~~2450~~"

Nissan Versa Sedan (2012-2019): "~~2600~~"
Nissan Versa Hatchback (2012-2019): "~~2600~~"
Nissan Versa (2020-): "~~2618~~*38*"
Toyota/Scion IA Sedan (16-20): "~~2570~~*38*"
Toyota Yaris Hatchback (07-11): "~~2461~~*42*"
Toyota Yaris Hatchback (12-18): "~~2510~~*42*"
Toyota Yaris Sedan (07-12): "~~2550~~*41*"

Electric Vehicle
None.

Formula/Sports Racing
FF
1. #36651 (Robert Wright) Change FF/FC Weight with Sequential Gearbox
In FF, GCR section 9.1.1.B.20.A.3, change as follows:
"Cars running with a sequentially shifted gear box ~~shall~~*must* add ~~25~~*10* lbs. to minimum weight."

In FC, GCR section 9.1.1.B.20.B.4, change as follows:
"Cars running with a sequentially shifted gear box ~~shall~~*must* add ~~25~~*10* lbs. to minimum weight."

2. #37064 (Formula/Sports Racing Committee) Alternative Oversize Honda Fit Pistons
In FF, GCR section 9.1.1.B.14.e.1, change as follows:
"Honda Fit OEM standard size pistons, PN: 13010-RB1-000, ~~or~~ Honda Fit OEM 0.25mm oversize pistons, PN: 13020-RB7-Z00, *or Fast Forward 0.25mm oversize pistons, PN: FF800-110,* may be used."

In GCR section 9.1.1.B.14.e.2, change as follows:
"a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 73.240mm (~~2.8834~~*2.8835* inches).
b. Centerline of wrist pin to crown maximum: 26.21mm (1.032 inches).
c. Maximum overall height from skirt to crown edge: 47.80mm (1.882 inches).
d. Minimum weight: 198.0 grams (6.984 ounces).
e. Minimum weight of piston pin: 66 grams (2.25 ounces).
f. Combined minimum weight of piston, piston pin and connecting rod: 543.5 grams (18.85 ounces).
g. Combined minimum weight of piston, wrist pin, and circlips: 267 grams (9.418 ounces).
h. Centerline of wrist pin to crown edge: 26.289mm (1.035 inches).
i. Ring groove widths:
Top ring groove: 1.003mm (0.0395 inches).
Middle ring groove: 1.016mm (0.0400 inches).
Oil ring groove: 1.981mm (0.0780 inches).
j. Ring groove distance from wrist pin center to bottom of groove:
Top ring groove: 19.63mm (0.7730 inches).
Middle ring groove: 15.29mm (0.6020 inches).
Oil ring groove: 10.91mm (0.4295 inches)."

GCR

1. #36812 (Fred Brinkel) 6.11. Rules of the Road / Appendix P
In Rules of the Road, GCR section 6.11, change as follows:
"GCR Appendix P**.** contains the Racing Room ~~and~~*&* Passing Guidelines ~~which further define theintent of this GCR Section~~*provides guidance to officials when determining fault and penalties associated with driver conduct in Section 6.11.1.A through 6.11.1.E*."

General

1. #37203 (SCCA Staff) Classes to be included in U.S. Majors Tour Events.
RM 24-08 In GCR section 3.1.1.E make changes as follows:
E. C-lasses to be included in U.S. Majors Tour events:
1. All Majors-eligible classes will be included in Conference ~~and Super Tour~~ events.
~~2. Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.1.F.2.b~~
2. A select number of Majors-eligible classes will be included in the Super Tour events. Included classes will be announced no later than December 1st prior to the start of the season.
3. Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.1.F.2.b

Grand Touring

GT3

1. #36791 (Jerold Larson) Nissan MR20DE Engine Classification Request for GT3
In GT3 Engines - NISSAN Spec Lines, classify Engine Family MR20DE as follows:

GT3 Engines - NISSAN

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MR20DE	*DOHC*	*84.0*	*90.1*	*1997*	*Alum,Crossflow*	*4*	*32mm SIR*	*2060*	

2. #37057 (Grand Touring Committee) GT3 Mazda 13B PP correction
In GT3 Engines - MAZDA Spec Lines, Engine Family 13B Disp. 2616, change as follows:
Weight (lbs): "~~2350~~*2175*"
Notes: "Disfranchised GT2* add 75 lbs. ~~Effective 11/1/2024~~ Disfranchised GT2* weight ~~2275~~*2175*)"

3. #37058 (Grand Touring Committee) GT3 Mazda12A PP Correction
In GT3 Engines - MAZDA Spec Lines, Engine Family 12A Peripheral Port Disp 2292, change Weight as follows:
"~~2300~~*2100*"

Improved Touring

None.

Legends Car

None.

Production

EP

1. #36902 (Production Committee) NA Miata Track Width Correction
In EP Spec Lines, Track (F/R) mm/(in.), change as follows:
Mazda MX-5 /Miata 1.6L (-1993) - "~~1478/1491 (58.2/58.7)~~ *1516/1534 (59.7/60.4)*"
Mazda MX-5 /Miata 1.8L (90-97) - "~~1483/1509 (58.4/59.4)~~ *1516/1534 (59.7/60.4)*"
Mazda MX-5 /Miata (94-97) - "~~1483/1509 (58.4/59.4)~~ *1516/1534 (59.7/60.4)*"

HP

1. #36858 (Jorge Fabian) Request for Classification of 1989-1994 Suzuki Swift GT 16V Twin
In HP Spec Lines, Classify Suzuki Swift GT (89-94) as follows:

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Suzuki Swift GT (89-94)	*2*	*1900 * 1948 ** 1995*	*4 cyl DOHC*	*73.9 x 75.4 (2.91 x 2.97)*	*1298*	*Alum*	*Alum*	*(I) 29.0 / (1.14) (E) 24.1 / (0.95)*	*Fuel Injection*	*2266 / (89.2)*	*1466 / 1445 (57.8 / 56.9)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x7	*5*	*250 / (9.84) Disc 240 / (9.45) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .390".*

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #36980 (Aaron Fitzsimmons) R53 15% Pulley Request
In STU Spec Lines, Mini Cooper S SC, add to notes:
1900: "Stock supercharger pulley~~.~~ *2.565 diameter.*"
2100: "~~JCW Pulley permitted.~~ *May run a 2.285 diameter pulley.*"

Touring

T2

1. #37127 (Joe Aquilante) Spec Corvette Change for T2
In T2 Spec Lines, Spec Corvette, change Notes as follows:
"Cars must comply with all Spec Corvette rules dated 11-28-22 including fuel and tires. No tire treatment or rubber softeners are permitted. Limited to 380 HP. Nankang NS-2R Tires conforming to Spec Corvette rules ~~are required~~*or a 295 R compound DOT tire.*"

T4

1. #37013 (Mathew Milford) Bop Request 06-11 Honda Civic Si
In T4 Spec Lines, Honda Civic Si (06-11), add to Notes the following:
"*LSD is permitted according to category rules.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 77
Steve Pence vs. SOM COA Ref. 24-01-RO
October 3, 2024

FACTS IN BRIEF

Following the Formula Vee (FV) qualifying session 3 on October 3, 2024, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean submitted a Request for Action (RFA) seeking investigation of failure to obey a race official by Quinn Posner, driver of FV #9, as reported by Road America Safety staff.

The Stewards of the Meeting (SOM) Matias Bonnier, Barb Knox, and John Hertsgaard, Chairman, interviewed witnesses, reviewed documents and statements, and determined Mr. Quinn refused a “hard hook flat tow” but was otherwise compliant and cooperated with Safety staff. The SOM disallowed the RFA.

Race Director Steve Pence appealed the SOM decision at the request of Mr. Dean.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Lee Hill, and Laurie Sheppard, Chairman, met on October 3, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Pence, received October 3, 2024.
2. SOM Hearing, Decision, and related documents, received October 3, 2024.
3. Interview with Mr. Dean on October 3, 2024.

FINDINGS

In his appeal, Mr. Pence stated he did not wish to be heard on the matter but requested the COA interview Mr. Dean who would explain his reason for initiating the RFA.

The COA reviewed the witness statements from the Safety Crew and others and interviewed Mr. Dean and Mr. Posner. Mr. Dean cited the danger to the unprotected Safety Crew when performing a “hot pull” and the need to do so as quickly as possible. Mr. Posner explained there was a misunderstanding at the site.

The COA found Mr. Posner’s explanation credible, but also understands the need for expediency when workers are exposed on a “hot track”. The discussion at the corner resulted in the Safety Crew having “boots on the ground” for longer than necessary. The

COA issued a Reprimand and assessed one penalty point on Mr. Posner's competition license.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 93 and 95
Jonathan Kotyk vs. SOM COA Ref. 24-02-RO
October 5, 2024

FACTS IN BRIEF

Following the Formula F (FF) race on October 4, 2024, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean and Assistant Chief Steward Kevin Cullen submitted a Request for Action (RFA) seeking investigation of contact between Jonathan Kotyk, driver of FF #5, and Theodore Burns, driver of FF #81, as reported by Corner Station 11b. Mr. Burns also protested Mr. Kotyk alleging violation of General Competition Rules (GCR) 6.11.1.D. during the same incident.

The Stewards of the Meeting (SOM) Chris Current, J.C. Ogle, and Dave Deborde, Chairman, interviewed witnesses and reviewed video, documents, and statements, and determined Mr. Kotyk violated GCR 6.11.1.A., B., and C. The SOM assessed a position penalty, moving Mr. Kotyk to the finishing position immediately behind Mr. Burns, which incurred two penalty points on Mr. Kotyk's competition license.

Mr. Kotyk appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Lee Hill, Chairman, met on October 5, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Kotyk, received October 4, 2024.
2. SOM Hearing, Decision, and related documents, received October 4, 2024.
3. Video from Car #5, Car #81, Car #23, and Road America track camera at 11b, received October 4, 2024.
4. Video from Car #80, received October 5, 2024.

FINDINGS

In his appeal, Mr. Kotyk asserted GCR 6.11.1.D. was not considered although it was a factor in the incident.

The COA viewed all available witness statements and video from all sources, interviewed Mr. Kotyk, and met with the SOM.

The COA found FF #81 was behind FF #5 entering Turn 11. FF #5 tracked out normally and then moved to the extreme right side of the track. FF #81 set up and committed to passing FF #5 on the left. FF #5 began to move left across the track, leaving FF #81 with insufficient room to complete the pass. FF #81 attempted to avoid FF #5 by moving to the right, but his closing speed was too great. The nose of FF #81 went inside the right rear wheel of FF #5 causing FF #81 to become partially airborne. FF #81 went off to drivers right and contacted the barrier. FF #81 retired to the paddock without completing the race.

Mr. Kotyk cited GCR 6.11.1.D. as the basis for his appeal. The COA noted that while 6.11.1.D. specifies, “The overtaking driver is responsible for the decision to pass another car and to accomplish it safely.” it also specifies, “The overtaken driver is … not to impede or block the overtaking car.” Mr. Kotyk’s move towards the left side of the track impeded the overtaking attempt to which FF #81 was committed and was the primary cause of the contact.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Kotyk’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 105
Gregory Eaton vs. SOM COA Ref. No. 24-03-RO
October 5, 2024

FACTS IN BRIEF

Following the American Sedan (AS) race on October 5, 2024, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean filed a Chief Steward's Action (CSA) citing violation of General Competition Rules (GCR) 6.5.2.C.1. (Start procedures) by Gregory Eaton, driver of AS #21. Mr. Eaton reportedly accelerated before the green flag and before the acceleration zone according to the start judge. Mr. Eaton was assessed a five second penalty on the final results. The penalty also incurred one point on his competition license. Mr. Eaton Protested the penalty.

The Stewards of the Meeting (SOM), Dave Deborde, Shelly Pritchett, and Chris Current, Chairman, interviewed witnesses, reviewed documents, and disallowed the protest.

Mr. Eaton appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Bev Heilicher, Chairman, met on October 5, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Eaton, received on October 5, 2024.
2. SOM Hearing, Decision, and related documents, received October 5, 2024.
3. Witness Statement and in-person testimony from Steve Pence, Race Director, received October 5, 2024.

FINDINGS

In his appeal, Mr. Eaton asserted the "penalty was based off the complete race". He argued because there was a late caution period, "the alleged jump [start] had no impact on the finish" of the race.

The COA reviewed all available witness statements and documents and interviewed Mr. Eaton and Race Director Steve Pence in person. Mr. Pence testified the standard penalty for this infraction at the SCCA Runoffs was not established with a desire to achieve finishing position retribution. He merely wanted to undo the advantage of jumping a start and provide some deterrence for repeating the action in the future. He

did not tailor the penalty based on how the race ended. He wanted to give each competitor a chance to overcome the disadvantage.

The COA notes the determination of a start judge may not be protested per GCR 5.11.3.B. Mr. Eaton's appeal is against the application of the five second time penalty.

The COA found the penalty given for violation of the acceleration zone rules was measured, allowable per the GCR, and equitable, as the same penalty was given to all competitors with the same infraction.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 110
Bobby Sak vs. SOM COA Ref. 24-04-RO
October 6, 2024

FACTS IN BRIEF

Following the Spec Racer Ford 3 (SRF3) race on October 5, 2024, at the SCCA Runoffs at Road America, Assistant Chief Steward Art Tapley filed a Chief Steward's Action (CSA) citing violation of GCR 9.1.8.D.1.X.i. (Ground clearance) by Bobby Sak, driver of SRF3 #19. Ride height was measured on the right and left axles and both were found to exceed the required tolerance. Mr. Sak was moved to last in class on the final results. Mr. Sak protested the penalty.

The Stewards of the Meeting (SOM) Bob Gardner, A.G. Robbins, and Bob Neff, Chairman, interviewed witnesses, reviewed documents, and disallowed the protest.

Mr. Sak appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Bev Heilicher, Laurie Sheppard, and Costa Dunias, Chairman, met on October 6, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Sak, received October 6, 2024.
2. SOM Hearing, Decision, and related documents, received October 6, 2024.
3. Video from Car #19, received October 6, 2024.
4. Interview with Mike Davies of SCCA Enterprises on October 6, 2024.

FINDINGS

In his appeal, Mr. Sak asserted the ride height was affected by an on-track incident. He also stated the SOM did not view his in-car video.

The COA viewed all available witness statements and video and interviewed Mr. Sak and Mr. Davies. Mr. Sak asserted the car was compliant at the start of the race and it became non-compliant due to contact on the track.

Mr. Sak's video of the first lap of the race showed Car #19 was hit on both the left front and the right front almost simultaneously causing the front of the car to become airborne and come down hard. While it is possible damage from that incident affected the car's

ground clearance, GCR 9.1.8.D.1.X.i. specifies the minimum ride height measurement as the car is raced. The measurements taken at post-race impound revealed both sides of the car were below specification by identical amounts (0.375 inches) and a CSA was issued for non-compliance.

The COA found the SOM made a careful and thoughtful ruling in accordance with the GCR.

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

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 111
Denny Stripling vs. SOM COA Ref. 24-05-RO
October 6, 2024

FACTS IN BRIEF

Following the Spec Racer Ford 3 (SRF3) race on October 5, 2024, at the SCCA Runoffs at Road America, Assistant Chief Steward Jack Kish filed a Chief Steward's Action (CSA) citing violation of GCR 9.1.8.D.1.X.k. (Camber) by Denny Stripling, driver of SRF3 #4. Camber of both the left front and left rear wheels exceeded the absolute maximum allowed degrees. Mr. Stripling was moved to last in class on the final results. Mr. Stripling protested the penalty.

The Stewards of the Meeting (SOM) Dave Deborde, Shelly Pritchett, and Chris Current, Chairman, interviewed witnesses, reviewed documents, and disallowed the protest.

Mr. Stripling appealed the decision of the SOM

DATES OF THE COURT

The Court of Appeals (COA) Bev Heilicher, Laurie Sheppard, and Costa Dunias, Chairman, met on October 6, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Stripling, received October 6, 2024.
2. SOM Hearing, Decision, and related documents, received October 6, 2024.
3. Interview with Mike Davies of SCCA Enterprises on October 6, 2024.

FINDINGS

In his appeal, Mr. Stripling alleged the measuring device used lacked the specificity to provide precise measurement of the wheels' camber to an "absolute maximum". Specifically, he alleged the measuring tool's accuracy could have been off by as much as 0.25 degrees rounded up to 0.3 degrees.

The COA viewed all available witness statements and documentation from all sources. The COA notes the measuring equipment was calibrated October 5, 2024.

The COA found the camber of SRF #4's front and rear wheels was measured multiple times with multiple gauges. The Scrutineers obtained identical measurements using two separate tools. The COA noted that GCR Appendix G section 2 states, "Measuring

devices available to scrutineers differ from location to location so it is the responsibility of the driver to insure that measurements comply with these rules." Prior to the COA ruling on the SOM decision, Mr. Stripling withdrew his appeal.

DECISION
The COA accepted the withdrawal of Mr. Stripling's appeal. The SOM decision remains unchanged. Mr. Stripling's entire appeal fee is returned.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 114
Kamden Hibbitt vs. SOM COA Ref. 24-06-RO
October 6, 2024

FACTS IN BRIEF

Following the Spec MX-5 (SMX) race on October 5, 2024, at the SCCA Runoffs at Road America, Race Director Steve Pence submitted a Request for Action (RFA) seeking investigation of car-to-car contact in a multi-car incident on a restart. Investigation revealed Kamden Hibbitt, driver of SMX #32, was involved.

The Stewards of the Meeting (SOM) Gloria Larson, J.C. Ogle, and Brad Davis, Chairman, interviewed witnesses, reviewed documents, analyzed multiple in-car videos, and determined Mr. Hibbitt made nose-to-tail contact with the car in front of him, forcing that car into one or more additional cars which were already spinning. The SOM placed Mr. Hibbitt on probation for three race weekends and assessed three penalty points against his competition license.

Mr. Hibbitt appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Lee Hill, and Bev Heilicher, Chairman, met on October 6, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Hibbitt, received October 6, 2024.
2. SOM Hearing, Decision, and related documents, received October 6, 2024.
3. Various in-car videos, received October 6, 2024.
4. Telemetry data from Mr. Hibbitt, received October 6, 2024.

FINDINGS

In his appeal, Mr. Hibbitt asserted the penalty given to him was inappropriate. He said as the field began to accelerate, he could hear the cars around him going to full throttle, but his speed was decreasing in an attempt to avoid contact with SMX #115. He asserted “Car 115 has some level of fault for this incident...” Mr. Hibbitt cited Supplemental Regulations 5.18.7. which states, “Once the leader begins to accelerate, all cars in the pack shall likewise accelerate and continue to do so until the green flag is displayed.” Mr. Hibbitt argued Will Robinson, the driver of SMX #115, immediately in

front of him, applied the brakes repeatedly, forcing him to slow and leaving him with insufficient room to react.

The COA viewed all available witness statements, videos, and Mr. Hibbitt's data analytics. Mr. Hibbitt left the track prior to the COA hearing the appeal.

Available videos showed that exiting Turn 14 on the restart of the SMX race on lap 5, the field was running in tight single file, extremely close, trying to anticipate the restart. Several of the cars ahead of SMX #115 and SMX #32 had nose-to-tail contact causing them to spin or lose momentum after Turn 15. SMX #115 applied his brakes several times in order to avoid the chaos ahead of him while Mr. Hibbitt stayed very close and several times made nose-to-tail contact with the rear of SMX #115.

The COA found SMX #115 slowed appropriately in reaction to cars in front of him. Mr. Hibbitt was solely responsible for the nose-to-tail contact as he was following too closely and did not allow for speed variances and sudden, necessary adjustments. Mr. Hibbitt failed to avoid contact on multiple occasions and ultimately forced SMX #115 into a car in front of him.

The COA found the SOM made a reasoned and thoughtful ruling based on the evidence available to them.

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

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 112
Steve Pence vs. SOM COA Ref. 24-07-RO
October 6, 2024

FACTS IN BRIEF

Following the Prototype 2 (P2) race on October 5, 2024, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean filed a Chief Steward's Action (CSA) citing Tim Day, Jr., driver of P2 #8, with violation of 6.11.1.A., B., and C. (Rules of the Road) after contact with Mike Rupert, driver of P2 #7. Mr. Day was assessed a penalty of loss of position, moving P2 #8 to last in class which incurred one penalty point on his license. Mr. Day protested the action.

The Stewards of the Meeting (SOM) Matias Bonnier, Dave Glodowski, Barb Knox, and John Hertsgaard, Chairman, interviewed witnesses, reviewed documents, analyzed videos, and determined Mr. Day was not responsible for the contact and rescinded the penalty and the penalty point.

Race Director Steve Pence appealed the decision of the SOM,

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Lee Hill, Chairman, met on October 6, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Pence, received October 6, 2024.
2. SOM Hearing, Decision, and related documents, received October 6, 2024.
3. Video from P2 #8, P2 #7, track video from outside Turn 1, and SCCA Runoffs video, received October 6, 2024.

FINDINGS

In his appeal, Mr. Pence argued the guidelines of Appendix P applied, asserting that Mr. Day approached the turn from several car lengths back into a hole that was certain to close, and did not present his car sufficiently alongside to earn racing room.

The COA reviewed witness statements, documents, and videos, and found Mr. Rupert in P2 #7 started on the outside of the first row alongside the pole sitter (P2 #28) while Mr. Day in P2 #8 started on the inside of the second row. P2 #7 attempted to pass P2 #28 on the outside during the run up to Turn 1 but aborted the pass attempt before the

apex. He slowed abruptly and turned toward the inside of the track, attempting to slip in immediately behind P2 #28. However, P2 #8 was located about two car lengths behind first place and traveling at a greater speed than P2 #7 at that point. Mr. Day attempted to avoid contact, putting two wheels into the grass but P2 #7's rear wing endplate contacted the left front of P2 #8 causing P2 #7 to lose control and spin, coming to rest at the center of the track facing the oncoming race traffic.

The COA finds the primary responsibility for the incident rests with Mr. Rupert in P2 #7. His decision to abort a pass attempt on the leader, drop back, and move to the inside line resulted in contact with P2 #8 who was well established in his position behind the leader. The COA notes that P2 #8 did not initiate a passing attempt on P2 #7 but was essentially intercepted by P2 #7's unexpected move. P2 #8 made a reasonable attempt to avoid contact with P2 #7.

The COA reminds drivers and officials that Appendix P is a set of guidelines and not a set of rules. It is intended to illustrate common overtaking situations that may result in contact and suggests how responsibility for such contact might be assigned. The guidelines should be considered when a potential violation of GCR 6.11.1.A.-D. occurs, but they may not be applicable to every driver interaction or corner configuration.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 117
Timothy Gray vs. SOM COA Ref. 24-08-RO
October 6, 2024

FACTS IN BRIEF

Following the Grand Touring 2 (GT2) race on October 6, 2024, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean and Assistant Chief Steward Mike Smith submitted a Request for Action (RFA) seeking investigation of contact involving Timothy Gray, driver of GT2 #60, and John Atwell, driver of GT2 #102, at Turn 8 on the final lap of the race.

The Stewards of the Meeting (SOM) Chris Current, Shelly Pritchett, and Dave Deborde, Chairman, interviewed witnesses, reviewed documents and statements, examined video, and determined Mr. Gray violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact), B. (Provide racing room), and 2.1.7. (Acting in an unsportsmanlike manner.) The SOM suspended Mr. Gray's competition privileges for six months to be followed by six race weekends probation. The penalty incurs six penalty points on Mr. Gray's competition license.

Mr. Gray sought to appeal the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Laurie Sheppard, Chairman, met on October 6, 2024, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. SOM Hearing, Decision, and related documents, received October 6. 2024.

FINDINGS

Mr. Gray was notified in writing that he was a party to a Steward's Request for Action on October 6, 2024, at 12:24 PM. He was allowed to leave for home before the action was heard.

The SOM interviewed Mr. Gray by telephone and other parties in person. On the final lap of the race, Mr. Gray had been lapped by the leader on the front straight. Second, third, and fourth place were in a tight battle several seconds behind. The SOM determined as Mr. Gray approached Turn 8, he was shown a blue flag alerting him to the battle approaching. Although he was the last place car, he did not alter his line into

the corner and did not provide racing room for Mr. Atwell. Contact between GT2 #60 and GT2 #102 (who was running in second place) caused both to spin on track. GT2 #24, driven by Brad McAllister, and GT2 #131, driven by Alex Jurs, were forced off course to avoid the spinning cars. The SOM ruled it was unsportsmanlike behavior to impede a lapping pass by the second, third, and fourth place cars on the last lap of the race, significantly altering the outcome.

Mr. Gray was notified of the SOM decision by telephone at 5:15 pm. He was informed he must provide his written appeal per the Supplemental Regulations by 6:15 pm. Mr. Gray called to request submission of his appeal at 6:40 pm.

The COA finds the SOM decision against Mr. Gray is closed to further review. All actions and decisions on this matter were properly adjudicated per the GCR and event Supplemental Regulations. The Supplemental Regulations were published and distributed to the competitors prior to commencement of the National Championship Runoffs. The COA finds Mr. Gray did not submit an appeal within the proper time limit and his petition will not be heard.

DECISION
The COA respectfully declines to hear Mr. Gray's petition.

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

CLUB RACING BOARD MINUTES | November 5, 2024

The Club Racing Board met by teleconference on November 5, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Mike Cobb, President and CEO, Eric Prill, Chief Operations Officer, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #36744 (Kyle Jones) Don't Obsolete AS Cars/200 TW Tires Save Money/Remove T2 ABS

Thank you for your input. We will be looking at options in the future.

GCR

1. #37094 (John Weisberg) Event Fuel and Penalty for Failure

Thank you for your comments. The Runoffs Supplementary Regulations are very specific about fuel requirements that must be followed at the Runoffs and the penalties that will be incurred for violation. The GCR Advisory Committee recommends that Club Racing Board and Club Racing staff revisit this for 2025.

2. #37096 (Stephen Blethen) Fuel Testing Penalties

Thank you for your comments. The Runoffs Supplementary Regulations are very specific about fuel requirements that must be followed at the Runoffs and the penalties that will be incurred for violation. The GCR Advisory Committee recommends that Club Racing Board and Club Racing staff revisit this for 2025.

General

1. #36383 (Pamela Richardson) For the Response to Eric Prill's Presentation RE: Prices

Thank you for your letter. The Club Racing Board appreciates your comments. Staff and BoD have modeled participation and revenue based upon the changes and are confident that the programs will continue to be successful.

2. #36449 (Armen Megregian) Nation Level Class Consolidation

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

3. #36453 (Ryan Neff) Runoffs Proposals

Thank you for your letter. The Club Racing Board appreciates your comments. SCCA has evaluated several different ways to reduce the time commitment for all participants while creating space for potential growth opportunities within the program.

4. #36488 (Bart Wolf) Runoffs and Participation #

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

5. #36500 (Tyler Brown) SCCA Road Racing Update/Proposal Feedback

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

6. #36501 (Michael Reupert) Future of P1 and P2
Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

7. #36510 (Bill Styczynski) Runoffs Proposal Comments
Thank you for your letter, we hope that you will reconsider.

8. #36512 (Vaughan Scott) Make a Vision Statement for Formula and Prototype Racing in SCCA
Thank you for your letter. Historically the CRB has not managed or been involved in the marketing or promotion of individual classes. The CRB is an all-volunteer board that spends countless hours reviewing letters, data, and requests from members and stewards, determining what, if any, changes should be made, and then crafting language for the GCR. There simply is not the manpower or resources to craft vision statements and manage promotion of individual classes. The formula and prototype classes can learn from the B-Spec class, which was on its way to elimination only a few short years ago but for the efforts of B-Spec participants David Daughtery and Frank Schwartz. Their individual efforts and rallying of the troops now has made B-Spec one of our largest and healthiest classes. We strongly suggest that you hunt down the presentation that Frank made at a previous Annual Convention; it is well worth your time to watch.

9. #36515 (Paul Gauzens) Input for SCCA Runoffs & Super Tour Proposed Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #36516 (Jon Adams) 2025 Runoffs Qualifying Requirements
Thank you for your letter. The Club Racing Board appreciates your comments. Implementation of the revised qualifying criteria has been paused for 2025.

11. #36520 (Kent Carter) Supporting proposal for shorter Runoffs
Thank you for your letter. The Club Racing Board appreciates your interesting and unique comments; they will be considered as future discussions involving Runoffs take place.

12. #36521 (Kent Carter) Supporting changes to Runoffs classes
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #36523 (Kent Carter) More Schools!!!
Thank you for your letter. The Club Racing Board appreciates your comments. Please reference the response to letter #36652 in the October Fastrack, which we believe will have a significant positive effect on our instructional program and its reach.

14. #36524 (Jack Walbran) Opposition to National Racing Proposal
Thank you for your letter. The Club Racing Board appreciates your comments.

15. #36525 (Raymond Boyer) Comment on Proposed Changes to National Runoffs
Thank you for your letter. FF is NOT being consolidated or merged with another class. FF and FC will share a run group at the 2025 Runoffs.

16. #36541 (Vaughan Scott) Create a Vision Statement for Formula and Prototype Racing
Thank you for your letter. The Club Racing Board appreciates your comments.

17. #36552 (Connor Loughead) Runoffs Proposal
Thank you for your letter. Runoffs qualification standards will remain the same for 2025. A major driver for shortening the event is to accommodate the aging volunteer side of the program, without whom we could not staff or run an event such as the Runoffs. Savings will be realized in off-track expenses such as hotels, meals, and days away from home.

18. #36557 (MARK GOODMAN) Comment on changes to National Road Racing Program
Thank you for your letter. The Club Racing Board appreciates your comments. An alternative points program has been discussed and is on the desk of National Staff for further evaluation. Testing revenue offsets entry costs; changes to that program will be in the hands of National Staff and the Board of Directors.

19. #36562 (Jeremy Morales) Opinion of the F600 Class
Thank you for your letter. The Club Racing Board appreciates your comments.

20. #36564 (F Russell Strate Jr) Proposed Changes for Run Offs
Thank you for your letter. The Club Racing Board appreciates your comments. Testing revenue is required to help offset the costs of the Runoffs, and without it there would undoubtedly be an increase in the cost of entry. F600 will remain as a Majors class and would be subject to the same 5.0 rule as all other Majors classes for Runoffs inclusion.

21. #36565 (Rick Ricker) Comments on 24-RoadRacing National Proposal
Thank you for your letter. The Club Racing Board appreciates your comments.

22. #36567 (Paul Jensen) Response to Proposed Runoffs Changes.
Thank you for your letter. The Club Racing Board appreciates your comments.

23. #36569 (Rockford Beauchamp) 2025 & Beyond - Runoffs and Super Tour Proposal
Thank you for your letter. The Club Racing Board appreciates your comments.

24. #36572 (Mike Beauchamp) New Club Racing Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments. If you will kindly review our responses in the November Fastrack, most, if not all, of the issues you raise have been addressed therein. As for favorable treatment of SRF and SM in race operations, that would need to be addressed by the Operating Steward(s) or Executive Stewards; please direct your concerns to them. The 2025 Runoffs will be closely monitored and will undoubtedly have influence on decisions made for 2026 and beyond.

25. #36574 (Larry Winkelman) Runoffs Format, HST/Majors Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

26. #36575 (Stuart Delaney) Response to Proposed 2025 Runoffs Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

27. #36578 (Richard Barlow) Draft proposal for Runoffs, Super Tour and Majors
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

28. #36579 (Richard Barlow) Class consolidation
Thank you for your letter. The Club Racing Board appreciates your comments; your proposal will be reviewed by the liaisons to those classes.

29. #36581 (Michael Helm) Response to
Michael, Thank you for your letter. The Club Racing Board appreciates your comments and numerous suggestions, especially that of National Class Representatives. A similar concept has been discussed previously, but was not implemented.

30. #36582 (Jeff Kulawinski) Proposed Runoff Changes
Thank you for your letter and comments. The financial issue/questions you raise are outside of the purview of the CRB and should be directed to National Staff or the Board of Directors. The CRB is appointed each year by the BoD; if an overhaul is necessary, they are certainly entitled to make changes, be they minor or sweeping. Considerable personal time is spent by each member of the CRB reading the hundreds of letters submitted and then addressing the issues contained therein to the best of their ability and with the resources that they are allocated. Thank you for your time and commitment to bettering the organization.

31. #36583 (Brandon Abbott) Runoffs Format Change Proposal
Thank you for your letter. The Club Racing Board appreciates your comments. The qualifying criteria (top 50%) will remain static for 2025.

32. #36584 (Andrew Aquilante) Runoffs changes Feedback
Thank you for your detailed letter and suggestions, they are very much appreciated.

33. #36585 (Jeffrey Pietz) Runoff Proposed Changes
Thank you for your letter. As your letter suggests, different members have different goals and motivations for their racing. For many, racing locally satisfies their competitive needs, while others wish to travel and potentially race for the national championship. All Regional, Conference Majors and Super Tour Majors events are hosted by SCCA Regions. The Regional/Majors/Super Tour designations primarily group them into championships. Regional races count for local championships, Majors races expand the footprint for those seeking additional competition while the Super Tour takes that a step further across the country.

34. #36586 (Sherman Chao) More gradual changes for Runoffs, Super Tour, Majors classes
Thank you for your letter. The Club Racing Board appreciates your comments.

35. #36590 (Christopher Zarzycki) Response to Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments.

36. #36591 (Andrew Abbott) 2025 SCCA Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments. A pause has been placed on changing the qualifying criteria to the top 1/3 for 2025 to evaluate the other changes. You are correct in that even with the top 50% criteria, reaching that hurdle is more difficult in some regions than others. An alternative points program is under consideration, which will take into account the number of cars competing in a given race. Testing revenue is utilized to offset the costs of the event; without this, entry fees would be higher. Those who test effectively subsidize the costs for those who do not. And, while many

members enjoy the Runoffs format "as is" and do not consider the length to be an issue, that is not the case for many of our volunteer staff. That population is aging and has requested a shorter event.

37. #36593 (Glen Thielke) Response to Runoffs and Majors Class Changes
Thank you for your letter. The Club Racing Board very much appreciates your comments, commitment, and sacrifices made to support SCCA.

38. #36596 (Bev Heilicher) Current proposal on Class restructuring
Thank you for your letter. The Club Racing Board appreciates your comments.

39. #36599 (Kenneth Reilly) Thoughts on Runoffs Rationalization?
Thank you for your letter.

40. #36602 (Greg Case) Response to proposed rule changes
Thank you for your letter. The Club Racing Board appreciates your comments.

41. #36613 (Joe Camilleri) Proposed changes to Runoffs Qualifications
Thank you for your letter. When the Majors Conference Championships were established in 2013, they were done to include only specific races but offer the opportunity for drivers to score points and compete for multiple championships. Counting outside events would extend each Conference Championship to the final Majors race weekend in the country, which can be months after the last scheduled race within a Conference.

42. #36643 (YURI COLLAZOS) Runoffs Proposed Changes ... Feedback
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

43. #36663 (Brian Schmalz) Win-Win Proposal for Runoffs (and June Sprints) format
Thank you for your letter. The Club Racing Board appreciates your comments and interesting proposal.

44. #36673 (Brian Himes) RO's and ST proposed changes
Thank you for your letter. The Club Racing Board appreciates your comments.

45. #36705 (James Brookshire) 2025 Runoffs
Thank you for your letter. The Club Racing Board appreciates your comments.

46. #36706 (Rob Kazen) A solo prototype class
Thank you for your letter. The Club Racing Board appreciates your comments. Please take note that the P2 class will be retained as a Majors-eligible class in 2025 and the P2 rule set will remain in the GCR for 2025. P2 cars can also be run in the new P class without modification.

47. #36724 (James Rogerson) New Classing Strategy
Thank you for your letter. The Club Racing Board appreciates your comments.

48. #36751 (David Strittmatter) GTL into FP – Not Consistent with Class Philosophy.
Thank you for your letter. The Club Racing Board appreciates your comments.

49. #36755 (Eric McRee) Runoffs Eligibility and Run Groups
Thank you for your letter. The Club Racing Board appreciates your comments.

50. #36757 (Jason Hohmann) P1 / P2 Merge
Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

51. #36761 (Bill Gendron) Prototype changes for 2025
Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. SCCA members are always welcome to work on class mergers or rules that would strengthen the program.

52. #36765 (Craig Farr) New Prototype Class Comment
Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. P2 will remain a Majors class for 2025 but will not be a Runoffs class. P2 cars may compete in P under their existing rules or the relaxed rules in P, so, effectively, no modification to a P2 car is required.

53. #36781 (James Regan) Runoffs 2025 Feedback
Thank you for your letter. The Club Racing Board appreciates your comments.

54. #36784 (Bart Wolf) Flat bottom rule for Prototype class
Thank you for your letter. The Club Racing Board appreciates your comments.

55. #36790 (John Hudak) Opposition to Runoffs Proposal / P1 & P2 Class Consolidation
Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. Kindly provide detailed input as to how you would suggest a "less disruptive means." P2 and F600 continue to be Majors-eligible classes, and P2 cars can continue to compete in either P2 or P.

56. #36817 (Johnnie Crean) Combining p1 and p2
Thank you for your letter. The Club Racing Board appreciates your comments and has retained the P2 rule set and class for Majors events in 2025.

57. #36821 (Mason Workman) Recent Road Racing Changes
Mason, Thank you for your letter and insight.

58. #36823 (Jeff Jorgenson) F600 open questions
Thank you for your letter. F600 does remain as a Majors-eligible class in 2025 and is being featured for the ARRC in Atlanta as an alternative to the Runoffs thanks to the SEDiv. As a Majors-eligible class, the 5.0 rule should apply to automatic Runoffs invitations. The participation at the Runoffs was incredible and hopefully can be sustained so this decision can be reevaluated in the future.

59. #36825 (Melvyn Miller) American Sedan Proposals.
Thank you for your letter. The Club Racing Board appreciates your comments and is working to improve the program.

60. #36832 (Tim O'Donoghue) Feedback on Changes to National Road Racing Program

Thank you for your letter. The Club Racing Board appreciates your comments; discussions have been ongoing concerning the issues you raise and will continue into the foreseeable future.

61. #36834 (Norm Benson) Comments on the Proposed New Rules
Thank you for your letter. The Club Racing Board appreciates your comments. Alternative ideas have been discussed but, to date, have been rejected by the membership based on survey responses.

62. #36840 (Jack Walbran) Response to Planned Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

63. #36853 (Charlie Richardson) No Class Consolidation for AS
Thank you for your letter. The Club Racing Board appreciates your comments. Work is ongoing for AS.

64. #36857 (Bart Wolf) Combination of P1 and P2
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

65. #36864 (Dan McMahan) Clarification for letter #36863
Thank you for your letter. FF will NOT be combined or merged with FC. The classes are sharing a run group at the 2025 Runoffs.

66. #36865 (Kyle Gilbert) Proposed Class Changes
Thank you for your letter. The Club Racing Board appreciates your comments. Work is ongoing concerning AS.

67. #36866 (Johnnie Crean) P1 P2 Consolidation
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

68. #36871 (CHRIS KOPLEY/GTL Community Coordinator) Proposed Merger of GTL and FP
Thank you for your letter and the concerns raised by all of those who contributed to this letter. Your recommendations are being seriously considered by the applicable advisory committees and CRB liaisons to ensure that this merger is successful. There may be some issues, but we stand committed to getting it right.

69. #36873 (Brian Linn) GTL into FP
Thank you for your letter and the information, Brian. It will be considered by the AC and CRB liaisons in working to get this merger right.

70. #36874 (Brian Linn) GTL sequential transmissions in FP
Thank you for your letter. The Club Racing Board appreciates your comments.

71. #36877 (Greg Hotz) GTL consolidation
Thank you for your letter. The Club Racing Board appreciates your comments. The AC and CRB liaisons are working to get this right and encourage participation so the changes can be evaluated throughout the season.

72. #36878 (Greg Hotz) Supporting documents against GTL consolidation

Thank you for your letter. The Club Racing Board appreciates your comments and the information you have shared will be considered by the ACs and CRB liaisons in working through the merger.

73. #36884 (Art DeFraites III) Stop moving the bullseye on this American Classic!
Thank you for your letter. The Club Racing Board appreciates your comments.

74. #36889 (Brian McGreevy) RUNOFFS ELEGIBLITY AND RUN GROUP DEFINITION
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses. See specifically the responses to letters #36742, #37097, and #37519.

75. #36890 (Brian Schmalz) A Better Plan for FF
Thank you for your letter. FF is NOT being merged or combined with FC. FF and FC will share a run group at the 2025 Runoffs.

76. #36892 (Anthony Branco) P1 P2 Merger
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses. See specifically the responses to letters #36742, #37097, and #37519.

77. #36903 (Jason Stine) Majors Groupings for 2025 BS/HP
Thank you for your letter. The Club Racing Board appreciates your comments.

78. #36907 (David Strittmatter) Merge Run Groups Not Classes
Thank you for your letter. The Club Racing Board appreciates your comments.

79. #36908 (Eric Heinrich) STU/GT3 merge
Thank you for your letter. The Club Racing Board appreciates your comments. The AC and CRB liaisons will be considering your input as changes are implemented.

80. #36909 (Eric Heinrich) STU /GT3 merge (duplicate of letter #36908 sent to ST committee)
Thank you for your letter. The Club Racing Board appreciates your comments.

81. #36919 (Jeff Jorgenson) Runoffs Changes Alternative
Thank you for your letter and "competitive" approach. We will certainly give this further consideration.

82. #36924 (Alec Maisel) AS reclassification
Thank you for your letter. The CRB was given a directive by the Board of Directors and has done its best to respond accordingly. The AS merger is still being worked on and data is being evaluated. Stay tuned for details.

83. #36936 (Jack Walbran) Reassess and Reject Road Racing Program Proposals
Thank you for your letter. The Club Racing Board appreciates your comments.

84. #36940 (Keith Joslyn) 2025 Road Racing Proposal
Thank you for your letter, expressed concerns, and support of Jack's letter and our formula car classes.
85. #36942 (Sven de Vries) Support of 36936

Thank you for your letter. The Club Racing Board appreciates your comments and support of Jack's letter and our formula car classes.

86. #36945 (Jack Walbran) Response to Chairman BoD on Identified Road Racing Proposals
Thank you for your letter. The Club Racing Board appreciates your comments.

87. #36951 (mike alexander) I support Jack Walbran's letter. #36936
Thank you for your letter. The Club Racing Board appreciates your comments and support of Jack's letter and our formula car classes.

88. #36960 (John McAleer) Don't Ruin 3 Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack and in particular the responses to letters #36742, #37097, and #37159.

89. #36968 (Dale VandenBush) Support of Letter 36742
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack and in particular the responses to letters #36742, #37097, and #37159.

90. #36983 (Sherman Chao) $70-$80k to Convert From P2 and Meeting 5.0 Participation Rate
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

91. #37019 (Ted Warning) Runoffs Proposal
Thank you for your letter. The Club Racing Board appreciates your comments. Work on the AS class merger is ongoing and your information is being considered by the AC and CRB liaisons.

92. #37027 (Thomas Kaufman) P2 Cost Estimate
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

93. #37030 (TIM DAY) Request to Keep P2 Class Due to Excessive Cost to Modify My Car
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. P2 will be retained as a Majors class in 2025.

94. #37034 (Eric Heinrich) RE Letter 36958 (STU-GT3 merge) in October Fastrack
Thank you for your letter. CRB carefully considered five years of HST and runoffs race data and results. It does remain to be determined if the changes (starting 2025) will need adjustment for BoP.

CRB, and SCCA intend to have equal GT3/STU BoP parity before it becomes one class in 2026. Data will be collected starting early 2025 and CRB intends to make quick changes when supported by DATA (and race observation and results).

Many possibilities exist to create parity between STU and GT3 (if warranted) including more weight on GT3 cars, less penalty for STU advanced aero option etc. CRB tries to suggest relatively low cost options (if possible) to promote participation.

CRB understands that some STU cars will have difficulty reaching the allowed 4.0 percent weight reduction. CRB (and STAC) are currently discussing options that help with weight reduction including composite front fenders, change stock dash requirement and more. Again, hopefully relatively low cost changes.

95. #37041 (Pat Wildfire) #36881 (Club Racing Board) 2025 Prototype (P) Ruleset
Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. The P2 class will be retained as a Majors-eligible class in 2025 and the P2 rule set will remain in the GCR for 2025.

96. #37054 (David Fiorelli) STU-GT3 Consolidation
Thank you for your letter. The Club Racing Board appreciates your comments and support.

97. #37063 (Eric Heinrich) More Info on Tire Equivalency and Weights STU-GT3
Thank you for your letter. The Club Racing Board appreciates your comments and information, which will be considered as this merger proceeds.

98. #37071 (Eric Heinrich) GT3 Merge - with T2 instead?
Thank you for your letter. The Club Racing Board appreciates your comments (really!)

99. #37072 (Eric Heinrich) GT3 Merge - with T2 instead?
Thank you for your letter. The Club Racing Board appreciates your comments.

100. #37093 (Stephen Blethen) Bring “Club” back to Sports Car CLUB of America
Thank you for your letter. Impound All has been done post race on occasion, often times however there is an issue of space. We agree that comradery is an important and sometimes lacking component of our events.

101. #37105 (Alan Orban) Class Combining
Thank you for your letter. The Club Racing Board appreciates your comments. Your concerns have been directed to the appropriate ACs and CRB liaisons.

102. #37126 (joe Aquilante) Against combining T1, T2 and A sedan
Thank you for your letter. The Club Racing Board appreciates your comments and concerns and will review the current directives accordingly.

103. #37132 (Frank Schwartz) Qualifying Criteria for Super Tours and the Runoffs
Thank you for your letter. The Club Racing Board appreciates your comments.

104. #37155 (Kent Carter) Addressing the slow driver issue at SuperTours and Runoffs
Thank you for your letter. The Club Racing Board appreciates your comments.

105. #37210 (Matt Wolfe) Consider different groupings for B-Spec
Thank you for your letter. The Club Racing Board appreciates your comments.

106. #37211 (Theodore Burns) Reconsider the Super Tour Run Groups
Thank you for your letter. The Club Racing Board appreciates your comments.

107. #37213 (Derrick Moennick) FV Not included in Super Tour
Thank you for your letter. The Club Racing Board appreciates your comments.

108. #37214 (Ryan Higgins) Very disappointed in pulling FV from SuperTour
Thank you for your letter. The Club Racing Board appreciates your comments.

109. #37219 (Jennifer Bradford) Decision for Formula Cars at Super Tours
Thank you for your letter. The Club Racing Board appreciates your comments.

110. #37233 (Rockford Beauchamp) Super Tour Run Groups
Thank you for your letter. The Club Racing Board appreciates your comments.

111. #37234 (Kevin Brumbaugh) Super Tour Class Elimination
Thank you for your letter. The Club Racing Board appreciates your comments.

112. #37236 (Garey Guzman) Class Deletion from Events
Thank you for your letter. The Club Racing Board appreciates your comments.

113. #37237 (Jonathan Lee) Importance of FF and FV Classes
Thank you for your letter. The Club Racing Board appreciates your comments.

114. #37238 (James Lee) Keep FV and FF at HST events
Thank you for your letter. The Club Racing Board appreciates your comments.

115. #37239 (Robert Detrick) FV/FF Majors/Super Tour and Runoffs Future
Thank you for your letter. The Club Racing Board appreciates your comments.

116. #37240 (Brian Graham) Super Tour FF/FV/F6
Thank you for your letter. The Club Racing Board appreciates your comments.

117. #37242 (Randy Linn) F600 Future
Thank you for your letter. The Club Racing Board appreciates your comments.

118. #37244 (Jason Stine) Bonus Majors Races
Thank you for your letter. The Club Racing Board appreciates your comments.

119. #37249 (SCCA Staff) Return to 2 Qual Sessions for 3 Day Super Tours
Thank you for your letter. The Club Racing Board appreciates your comments.

120. #37255 (John Nesbitt) Opposition to HST Group Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

121. #37256 (Anthony Stefanelli) Small Formula Future
Thank you for your letter. The Club Racing Board appreciates your comments.

122. #37257 (Ray Rivard) Small Open Wheel Racing
Thank you for your letter. The Club Racing Board appreciates your comments.

123. #37258 (James Dietz) HST Class Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

124. #37260 (Barry Shelton) Super Tour FV/FF Elimination
Thank you for your letter. The Club Racing Board appreciates your comments.

125. #37261 (Robert Wright) FF/FV Class Future
Thank you for your letter. The Club Racing Board appreciates your comments.

126. #37267 (Brian Styczynski) Super Tour Run Group Changes
Thank you for your letter. The Club Racing Board appreciates your comments.

127. #37272 (Joe Fisher) Class Elimination from Super Tour Events
Thank you for your letter. The Club Racing Board appreciates your comments.

128. #37280 (Jay Messenger) FF HST/Majors/Runoffs participation
Thank you for your letter. The Club Racing Board appreciates your comments.

129. #37284 (Bill Styczynski) Runoffs Qualifications & elimination from the Super Tour
Thank you for your letter. The Club Racing Board appreciates your comments.

SM

1. #37153 (Sean Hedrick) Road America Runoffs Incident and possible future improvements
NAR: SMAC documenting thoughts and listing possible future improvement ideas for future events for CRB consideration. Thank you.

T2

1. #36727 (Norm Benson) T2 2012 Mustang Question
Thank you for your letter. The Touring committee does not know how the class consolidation initiative will shape up. The committee is working to protect the interests of Touring and American Sedan racers. For 2025, we expect the status-quo.

T2-T4

1. #36248 (Raymond Blethen) Require Cars to Seal Rear Window or Hardtop Gaps
Thank you for your letter. The presence of a small crack under the hard tops has been visible for few years. Any advantage the crack may have caused had been adjusted during BOP changes in the past. If the air gap is an advantage, forcing them to close it would result in a different positive adjustment.

2. #36856 (Robert Maples) Removal of Steering Wheel Locks Not Required in Touring
Thank you for your letter. In many modern Touring cars, deactivating the steering wheel lock isn't as easy as it was in the old days. Many cars will have electronic safety systems that will not allow the car to operate unless all parts of the steering wheel lock operates exactly as designed. Naturally, there is nothing preventing you from deactivating your own. Given the redundant safety features in many modern cars, we feel that the risk of failure is very low.

3. #37276 (Scotty B White) BOP for Auto Trans
Thank you for your letter. The touring committee believes that the concept of making automatic transmissions more appealing has merit. The TAC would like to enact the concept on a case-by-case basis. Making a wholesale change at this point, and adding multiple transmissions based on speculation is not a project that we're ready for. Adding a transmission to a spec line is a new classification and could be done throughout the year.

T3
1. #36071 (Patrick E Morgan) Homologation of C208 Chassis CLK430 to T3
Thank you for your letter. TAC reached out for spec line info in June. No response from letter writer.

T4
1. #36377 (Daniel Conway) BMW 320i T4 Expiration
Thank you for your letter. Member email indicates that he isn't interested in the spec line in T4 at this point.

2. #37101 (Marc Cefalo) Weight Reduction Across All T4 Cars
Thank you for your letter. The touring committee isn't prepared to decrease the weights of all contending cars in T4. We feel that the BOP is too close to risk such a drastic change. We will consider the concept that the cars are too heavy when making future adjustments. We can focus on lightening to help slower cars. Thanks.

Not Recommended
AS
1. #36826 (Melvyn Miller) Camshafts.
Thank you for your letter. The camshafts are still available from suppliers. we will continue to monitor if a change is needed.

2. #37091 (Philip Smith) Restricted Prep Mustang
Thank you for your request. The car is currently classed.

FC
1. #36655 (Moses Smith) Reclassify FMzR from FA to FC
The Club Racing Board does not recommend this change. The advisory committee attempted to contact the writer to obtain more information but received no reply. The requested information may be submitted with a new letter via the CRB letter log system if the writer remains interested in pursuing the request.

2. #36876 (Jacques Coury) Allowing JS F422 into FC
Thank you for your letter. The Club Racing Board does not recommend this change. The 1st and 2nd Gen F4 cars use a carbon fiber chassis, which is outside the FC class philosophy, but both cars are currently classified in the FX class. Please see the GCR for the specifications and restrictions.

P1
1. #36883 (Jack Baruth) Request Radical SR8 be moved out of GTX to P1
Thank you for your letter. The Club Racing Board does not recommend this change. The Radical SR8 has a turbocharged engine, which is not permitted in P1 and will not be permitted in the new Prototype (P) class. In addition, the SR8 is 300 pounds heavier than the heaviest car in P1 and nearly 800 pounds heavier than the lightest car in the class. This is undesirable from a safety standpoint. Also, the referenced height differences between cars in the GTX class's run group are not uncommon in other race groups in the SCCA, and drivers are accustomed to adjusting to this by being more observant when running together.

2. #37089 (Ryan Szyjakowski) Honda k20 Intake for P1
Thank you for your letter. The Club Racing Board does not recommend this change. The P1 class will be discontinued effective 1/1/25 and no rule changes are planned in P1 before the end of the year, but the P1 rule set will be incorporated with minor changes in the rule set for the new Prototype class and the spec line for the Group CN Honda K20A-FD2 engine will be carried forward. Please note that since 1/1/24, the P1 Group CN spec line has allowed competitors to make unlimited internal modifications to the Honda K20A-FD2 engine while continuing to require the stock intake manifold with the stock 64mm single throttle body, and this specification will be continued in the new Prototype class. The requirement of using the stock intake system as the "restrictor" for the internally modified K20A-FD2 engine is based on information provided to the CRB which indicates that the Single Inlet Restrictor (SIR) typically used on P1 cars with automotive-based engines is incompatible with the K20A-FD2's intake layout on Group CN cars. On-track data obtained from a Group CN car using the Honda K20A-FD2 engine in unrestricted form (with unlimited internal modifications and aftermarket individual throttle bodies) established that the car was an overdog compared to other P1 platforms, and accordingly restrictions were imposed on the K20A-FD2 engine. The CRB obtained dynamometer data for an internally modified K20A-FD2 engine using various types of intake restrictions, including the restriction provided by using the stock Honda intake manifold with the stock 64mm single throttle body. The dynamometer data indicates that an internally modified K20A-FD2 engine using the stock 64mm single throttle body intake system produces horsepower comparable to a 2500cc engine with a 30mm SIR. While various factors limited opportunities to set a representative qualifying time during the official Runoffs qualifying sessions, the CRB has access to lap times recorded during the unofficial test days, and these records show that the qualifying lap time attributed to the Group CN car as evidence of the need for a competition adjustment is not indicative of the car's true potential. In addition, a Group CN car using the Honda K20A-FD2 engine in the form permitted by the P1 spec line (with unlimited internal modifications and the stock 64mm single throttle body intake system) has demonstrated lap-time performance similar to that of an Elan DP02 using a 2500cc engine with the same driver in West Coast SCCA events. Also, weight data obtained from that car shows that it is reasonably close to the Honda K20A-FD2 spec line's minimum weight. The CRB will monitor performance in the new Prototype class and will make adjustments as necessary based upon AiM data collected during on-track sessions.

FP
1. #36893 (Preston Obremski) Compression Request for SOHC Neon
Thank you for your letter, but this request is not recommended. It is still believed that this vehicle is classified correctly as is. Please continue your development efforts, understanding of the Production rules, and consulting with other known builders and racers.

SMX5
1. #37103 (Marc Cefalo) Clutch Pedal Bracket Bracing
Thank you for your letter. At this time SMAC does not feel this change is necessary as broken/damaged components are covered in the GCR with language that states "It is permitted to use industry stnadard procedures to reapir damaged components"

ST General
1. #36636 (John Weisberg) Allow a weight break for competitors using 180+ treadwear tires
Thank you for your letter.

2. #37088 (Eric Heinrich) Fender Flare Language Revisited
Thank you for your letter. Rule language is adequate, no action required.

T1

1. #36646 (Steven Byrkit) Flat Plate Restrictor Mfg Variance
Thank you for your letter. The letter writer wishes to machine a FPR and the allowed spacer into one piece. The Touring committee believes that the rule requires the FPR and the spacer to be 2 separate pieces.

T4

1. #36659 (Alex Cumming) RX8 Rule Change/Modification Request
Thank you for your letter. This is a popular car, that has recently performed very well at the Runoffs. We do not wish to approve anything that would even give the perception of improving 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. #36387 (Kevin Stuckey) Ban Metal Tow Hooks
Effective 1/1/25, in Towing Eyes, GCR section 9.3.49, change as follows:
"All cars *with the exception of Formula and Sports Racing Category classes* ~~shall~~*must* have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. *Towing straps or folding towing eyes must be used when the towing point is in the area of the front or rear bumper. Rigid, OEM-style protruding towing eyes that screw or bolt into bumper covers are prohibited.* ~~These t~~*T*owing eyes or straps ~~shall~~*must* be easily accessible without removal or manipulation of bodywork or other panels. The minimum ID of the ~~tow~~*towing* eye is 2 inches. The required ~~tow~~*towing* ~~eyes~~*eye or strap* must be strong enough to tow the car from a hazard such as a gravel trap."

2. #37347 (SCCA Staff) Revise 3.7.4 to reflect changes to Runoffs Qualification
In GCR, Section 9.7.4. SCCA Runoffs, replace with the following:
"**3.7.4. SCCA Runoffs**

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs
Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible class based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events
A competitor must meet participation requirements.

a. Participation Requirements
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 finishes, 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 the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

This replaces Majors event participation but not the Majors finish or points requirements.

Endurance races are not eligible

b. Performance Requirements
A competitor must meet one of the following:
1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.

2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

~~2. Division Championship Events~~

~~There are both participation and performance requirements to qualify for the Runoffs through the Division Championships qualification path (if available):~~

~~a. Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's event weekends in the same class. All events occurring between the conclusion of the previous Runoffs and two (2) weeks prior to the start of the current Runoffs held in a single division count toward the participation requirement of four (4) regional/divisional event weekends regardless of whether they are a divisional championship points race.~~

~~b. Performance Requirement: Each Division will determine the events that count as points races in their Divisional Championship point standings. A competitor must finish in the top three positions in his class point standings, except SM and SRF3 where the top five will be invited. Drivers that have qualified through the Majors path or are the Defending National Champion in the class, will not be removed from the Division point standings. Drivers qualifying outside of the Top 3 (or Top 5 for SM and SRF3) will not move up.~~

~~c. Invitations will be extended to competitors meeting the requirements at a period of time two weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.~~

~~d. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in the Central and Great Lakes Divisions for 2024 to be eligible for Runoffs invitations on a space available basis.~~

~~3~~2. Defending Runoffs Race Winner
In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1~~ or 2~~, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.4.A.1~~ or 2~~.

a. The entry will not be included in the total count of Runoffs invitations.
b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).
c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1~~ or 2~~.
d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a Runoffs race winner.

~~4~~3. Additional Requirements
The driver must hold a current SCCA Full Competition License.

B. Refusal Of Entry
A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of his entry, and he may protest up to 15 days before the start of the event. (See 4.4.6.)

C. Invited Runoffs Classes
All classes with a combined two-year event average of at least ~~4~~5.0 participants in Majors and Runoffs competition will automatically be invited to the following year's Runoffs. Classes not meeting that criteria may be invited as the event format and venue permits. The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue. For example: If the two-year period includes 68 Majors weekends and two Runoffs, for a total of 70 events, a class would need at least ~~280~~350 participants over that period to average ~~4~~5 per event.

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.
2. A Runoffs-eligible class with a minimum of 3 race starters and fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion. A Runoffs-eligible class that does not have a minimum of 3 race starters, regardless of probation status, may run as a supplemental class but will not name a National Champion.
3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

3. #37422 (Club Racing Board) Flagtronics
In GCR section 9.3.30.2 add as follows:
"*Effective 3/1/25 Flagrtonics will be required at all Hoosier Super Tour events.*"

SM

1. #37231 (Spec Mazda (SM/SMX) Committee) Seat Belt Tower Removal
In GCR, Section 9.1.7.3.c.8. add the following:
"1. It is permitted to remove the factory seat belt towers on both sides of the car. Once seat belt towers are removed it is permitted to trim the package shelf according to the ***NA/NB Package Shelf Trim Guidelines*** *located at https://www.scca.com/pages/technical-forms-and-downloads.*

2. Any modifications per Section 1 above will need to comply with 9.1.7.9.d."

SMX5

1. #37154 (Spec Mazda (SM/SMX) Committee) SMX Data Acquisition Language
In GCR, Section 9.1.7.1.D.20.1 , changes as follows:
"A technical evaluation process for cars is available ~~from the Series~~. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline ~~from the Series~~, or having non-functioning data, may be grounds for penalty or disqualification~~. by the Series~~."

T1

1. #37259 (Anthony Saenz) Driveshaft Equivalence
In GCR, Section 9.1.9.1.I.2-2., change as follows:
"~~Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.~~ *Driveshafts may be replaced with alternative materials ie. carbon fiber, aluminum, steel. Two-piece driveshafts may be replaced with one-piece units.*"

T2-T4

1. #37247 (Touring Committee) Consider brake caliper allowances
In GCR9.1.9.2.D.6.a., change as follows:
"6. ~~Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors. In T2 only - 2-piece rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 5% of OE diameter. In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter. Drilled and slotted rotors are permitted.~~ *In T2-Performance alternative rotors, including 2 piece rotors are permitted. Rotors must be within 5% of OE diameter or a maximum diameter of 360mm.*

In T3- Performance alternative rotors, including 2 piece rotors are permitted with a maximum diameter of 360mm.

T4- Performance alternative rotors are permitted but rotors must meet the sizes listed in the spec line."

In GCR9.1.9.2.D.6.a., add the following:
"*9. Touring 2 and Touring 3 only- 4 or 6-piston performance alternative brake calipers are permitted on the front axles.*"

T4

1. #37102 (Marc Cefalo) Hood Vents in T4
In GCR, Section 9.1.9.2.D.8.a.7. change as follows:
"~~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)."

Taken Care Of

AS

1. #36830 (Daniel Licklider) AS Regional Rule Changes
Thank you for your input.

GCR

1. #36434 (Eric Yagel) 9.3.49 Towing Eyes
Thank you for your letter. Please see the response to letter #36387 in this Fastrack.

2. #36493 (Jonathan Wickert) Rigid Tow Eyes
Thank you for your letter. Please see the response to letter #36387 in this Fastrack.

General

1. #37320 (Club Racing Board) Champions Provisional
Classes not invited to the Runoffs will not be permitted to use the defending champion's provisional entry.

FP

1. #37012 (Preston Obremski) Request in Compression Change for SOHC Dodge Neon
Thank you for your letter. Please see response to Letter #36893.

GT1

1. #36269 (Michael E McAleenan) Follow Up to Letter # 36254 - Info Supporting Restrictor Removal
Thank you for your letter, please see the CRB's response to your earlier letter #36254 in current Fastrack.

IT General

1. #35721 (Barry Borgschatz) Driver Resume
Barry Borgschatz is being added to the IT Advisory Committee.

T2

1. #36728 (Norm Benson) Addition to letter 36727
Thank you for your letter. Please see letter # 36727 in current Fastrack.

T4

1. #36683 (Alex Cumming) Rule Change Request - Mazda RX8
Thank you for your letter. Please see #37102 in current Fastrack.

2. #37157 (Kevin Fryer) Request for Performance Adjustments in Touring 4
Thank you for your letter. Please see letter # 37281 in current Fastrack.

3. #37168 (Tom Bogar) Mazda MX5 ND1 Competition Adjustment
Thank you for your letter. Please see letter # 37085 in current Fastrack.

4. #37221 (Richard Mooney) MX5 2006-2015 NC Help
Thank you for your letter. Please see changes in letter #37281 in current Fastrack.

What Do You Think
None

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

DATE: November 20, 2024
NUMBER: TB 24-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 12/1/2024 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
FE
1. #37110 (Robey Clark) Brake Line to A-Arm Covers
In FE, GCR section 9.1.1.G.2.K, add the following:
"*g. If used, SCCA Enterprises Part # WM803010 Brake Line to Control Arm covers must be used as delivered and must be securely fastened with zip ties/tie straps or* tape. *Part # WM803010 is the only approved part and may serve no other purpose.*"

FX
1. #37124 (Wesley Cunningham) Request to Change to Weight for Ligier JS F422
In FX Table 1, FIA Certified F4 2nd Gen Ligier JS F422 spec line, change weight as follows:
"~~1375~~*1360*"

P2
1. #37187 (Marvin Hodges) 2000 cc Pinto Engine Car Weight
In P2 Engine Table, Line E Note 2, add the following:
"*8. Minimum weight 1335 lbs.*"

GCR
None.

General
None.

Grand Touring

GT1

1. #36254 (Michael McAleenan) Lamborghini Huracan GT3 Evo Restrictor Help
In GT1-ST Spec Lines, Lamborghini Huracan GT3 EVO(1) (2018-), change Restrictor as follows:
"2 X 39mm*Unrestricted*"

In GT1-ST Spec Lines, Lamborghini Huracan GT3 (2019-), change Restrictor as follows:
"~~52mm~~*Unrestricted*"

GT3

1. #36938 (Andrew Lott) Pontiac Weight and Chassis Adjustment Request
In GT3 Engines - PONTIAC Spec Lines, LE5 Ecotech, change Weight as follows:
"~~2345 lbs.~~*2195 lbs.*"

Improved Touring

ITS

1. #37197 (Brian Bennett) 90-93 Integra ITS Classing Request
In ITS Spec Lines, classify Acura Integra (ls/gs/rs) (90-93), as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Acura Integra (ls/gs/rs) (90-93)	*4 Cyl DOHC*	*81.0 x 89.0 1835cc*	*2260 lbs.*	

Legends Car

None.

Production

EP

1. #37112 (Anthony Parker) Triumph GT6 Adjustments
In EP Spec Lines, make the following changes in the "Triumph GT6" spec line:
Carburetor No. & Type: (2): "~~1.5"~~ 1.75" Auto-type carburetor(s)"
Notes: "~~Two (2) 1.75" auto-type carburetors @ 1940 lbs.~~ Three (3) Weber 40 DCOE on IR manifold with 28mm chokes @ 1990 lbs. Laycock overdrive, May use 5 speed gearbox w/o overdrive."

HP

1. #37176 (Robert Bax) MINI Cooper Spec Line Correction - Rear Brake Rotor Diameter
In HP Spec Lines, Mini Cooper (02-06), change Brakes Std.mm/(in.) as follows:
"(F) 276/(10.9) Vented Disc (R) ~~239/(9.4)~~ *259/(10.2)* Solid Disc"

Spec Mazda (SM/SMX)
1. #37070 (Greg Amy) E&O SMX Regs 9.1.7.1.D.5.u-.w
In GCR, Section 9.1.7.D.5.u-w, change as follows:
"u. ~~Alternate guages and instuments may be added.~~ The ~~original~~ *OE* instrument cluster must remain *unmodified*, connected and functional. However, it may be relocated to allow the mounting of an aftermarket dash such as an AIM. The wiring to relocated the dash may not be cut or extended, it may only be re-routed. The remainder of teh dashboard or panel must remain intact.

v. Alternate gauges and instuments may be added.

w. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver; relocation of mounting points is not permitted.
1. Dead pedal/footrest and heel stop may be added.

~~w. Instrument clusters must be unmodified parts.~~"

Super Production
None.

Super Touring
ST General
1. #37138 (Christopher Childs) Request to Remove Miata Hubs from General category
In GCR, Section 9.1.4.M.18., change as follows:
"18. Allow alternate front wheel front hubs*, Mazda Motorsports Development Part #0000-04-5HUB-S1,* for the 90-05 Mazda Miata~~: Mazda Motorsports Development Part #0000-04-5HUB-S1~~."

STU
1. #37146 (Martin Sarukhanyan) BMW N54/N55 Engine Allowance
"Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of “Turbo Inlet Restrictor” may be required; see table 9.1.4.*1.H.*~~h.2~~*3*. 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 Road 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.*1.*H.~~3~~*2*). Aftermarket turbocharger and supercharger kits will be allowed on a case-by-case basis.

Touring
T1
1. #35383 (Andrew Aquilante) Changes to T1 Tires for GT4 and Other Cars
In T1 GT4 Spec Lines, change Tire Size as follows:
Aston Martin Vantage AMR GT4 4010: "315 *DOT, 305/660 Non-DOT*"

Audi R8 GT4 - Spec Line #4020: "315 *DOT, 305/645 Non-DOT*"

BMW M4 GT4 - Spec Line #4030: "315 *DOT, 305/660 Non-DOT*"

Chevrolet Camaro GT4-R- Spec Line #4035: "315 *DOT, 305/680 Non-DOT*"

Ford Mustang GT4 - Spec Line #4040: "315 *DOT, 315/680 Non-DOT*"

Mclaren 570S GT4 - Spec Line #4050: "315 *DOT, 305/645 Non-DOT*"

Mercedes AMG GT4 - Spec Line #4060: "315 *DOT, 305/660 Non-DOT*"

Porsche 718 Cayman GT4 CS MR - Spec Line #4070: "315 *DOT, 305/660 Non-DOT*"

Porsche 718 GT4 RS Clubsport - Spec Line #4080: "315 *DOT, 305/660 Non-DOT*"

Toyota Supra GR GT4 - Spec Line #4090: "315 *DOT, 305/660 Non-DOT*"

2. #35864 (Denny Stripling) G82 M4 GT4 inclusion in T1
In T1 GT4 Spec Lines, SL#4030, change as follows:
Model: "BMW M4 GT4 *(F82)*"
Performance Control: "~~Gold power stick~~*Red power stick*"

In T1 GT4 Spec Lines, classify BMW M4 GT4 (G82) as follows:

T1 – GT4						
Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Performance Control***	***Chassis Notes***
BMW M4 GT4 (G82)	*4031*	*315*	*3525*	*2024 rules*	*LT3, PL5*	*Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.*

3. #36606 (Hugh Stewart) Alt. Clutch Allowance
In T1 Spec Lines, SL# 1050, change add to Engine Notes the following:
"*5.5 inch clutch permitted.*"

4. #36667 (Joe Rainey) BOP Changes Need Updates
In T1 GT4 Spec Lines, Spec Line 4020, change as follows:
Performance Control: Power level 2020, ~~44mm~~ *45mm* SRO compliant restrictor"
Min. Weight with driver (LBS): "~~3550~~*3400*"

5. #37136 (Christopher Childs) Request Ford Performance Darkhorse R in T1
In T1-Homologated Cars Spec Line, classify Mustang Darkhorse R (Mustang Challenge) as follows:

T1 – Homologated Cars						
Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Performance Control***	***Chassis Notes***
Mustang Darkhorse R (Mustang Challenge)	*4119*	*305(f)* *315(r)*	*10.5 (f)* *11 (r)*	*Mustang Dark Horse R Homologation v7.0*	*TBD*	*Must conform to Mustang Challenge Rules.* ***This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.***

6. #37173 (Thomas Napolitano) Car Mods for T1 Corvette under line item 1150
In GCR, Section 9.1.9.1.A.2,, add the following:
"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. *Vents may be added to fenders.*"
7. #37273 (Mark Pfeffer) Increased Bore Throttle Bodies for E46 M3 S54 Engine
In T1 Spec Lines, E46 M3 Spec Line # 1050, add to Engine Notes the following:
"*Dinan Throttle Body #D760-3400 allowed on the 3.250L.*"

T2

1. #36810 (Joe Aquilante) Request Less Restriction for Ls-3 Engined C6 Corvette
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Restrictor Required as follows:
"LS3: ~~53mm~~*56mm* flat plate restrictor"

2. #37169 (Brian LaCroix) Corvette Wheels
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Max Wheel Size as follows:
"18 x ~~10~~*11* (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)"

3. #37298 (DAVID WOODLE) Please Consider Allowing Update to the C5 Corvette
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Restrictor Required as follows:
"~~59mm FRP~~ *LS1: 59mm FPR, LS2: 63mm FPR, LS3: 56mm FPR*"

4. #37302 (Touring Committee) Major error in lane, but nobody ran it.
In T2 Spec Lines, delete Chevrolet Corvette Z06 (06-12) Spec Line in its entirety.

T2-T4

1. #36484 (David Mead) Redundant Verbiage Regarding Mustang Spec Lines for Driveshaft
In T2 Spec Lines, change Notes as follows:
Ford Mustang V6 (11-14): "~~Alternate driveshaft is allowed.~~"
Ford Mustang Boss 302 (12-13): "~~Alternate driveshaft is allowed.~~"
Ford Mustang GT 5.0L (11-14): "~~Alternate driveshaft is allowed.~~"
Ford Mustang GT 5.0L (15-17): "~~Alternate driveshaft is allowed.~~"
Ford Mustang GT 5.0L (2018-): "~~Alternate driveshaft is allowed.~~ Springs up to 800#/in front and rear permitted. ~~Alternate metallic driveshaft permitted.~~"
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10): "~~Alternate driveshaft is allowed.~~"
In T3 Spec Lines, change Notes as follows:
Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10): "~~Alternate driveshaft is allowed.~~"
Ford Mustang V6 (11-14): "~~Alternate driveshaft is allowed.~~"
Ford Mustang V6 (05-10): "~~An Aluminum driveshaft is allowed.~~"

2. #37076 (Derrick Ambrose) Fuel Emissions Components
In GCR, Section 9.1.9.2.D.1.c. add the following:
"*5. Removal of ancillary fuel tank equipment charcoal canisters, emissions valves, and sensors allowed for OEM or aftermarket fuel cell installations.*"

3. #37129 (Touring Committee) fix brake wording
In GCR, Section, 9.1.9.2.D.6. Brakes, change as follows:
"a. Components
1. The make and material of brake pads and linings may be changed.

2. Brake fluid may be substituted with any brake fluid.

3. Brake rotor dust shields may be removed or *replaced to accommodate brake ducts.*

4. Flexible rubber brake lines may be replaced with Teflon lined, metal braided hoses.

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

6. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors. In T2 only - 2-piece rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 5% of OE diameter. In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter. *Drilled and slotted rotors are permitted.*

7. Parking brakes, mechanisms, and actuating components may be removed.

8. Brake vacuum reservoirs sized 0.50 gallons or smaller are permitted. The port or fitting at the vacuum source may not be modified, enlarged or relocated. The vacuum reservoir and brake booster must be a closed system."

4. #37130 (Touring Committee) Evaporative emissions systems
In GCR, Section, 9.1.9.2.D.1.c., add the following:
"*5. Removal of ancillary fuel tank equipment; charcoal canisters, emissions valves, and sensors allowed for OEM or aftermarket fuel cell installations.*"

5. #37158 (Rob Piekarczyk) Move Spec Boxster to T4
In T4 Spec Lines, classify Porsche Spec Boxster, as follows:

T4	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 Spec Boxster	*85.5 x 72.0 2480*	*17 x 8.5*	*See Notes*	*See Rules*		*3.89*	*(F) 298 (R) 292*	*2750*	*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 current SPB rules. No other touring allowances permitted* ***This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.***

6. #37204 (chi ho) BMW 320i Spec Line
In T4 Spec Lines, BMW 320i (14-15), change Notes as follows:
"~~**This Spec line will expire 12/31/24, Please submit to appeal**~~ *Turner Motorsports intercooler #024703TMS02 allowed.*"

7. #37224 (Timothy Nash) Classification for a 2005 Cadillac CTS 3.6 liter 6 speed manual
In T3 Spec Lines, classify Cadillac CTS (02-07) as follows:

8. #37269 (Touring Committee) Remove spec lines that have expired
In T2, Effective 1/1/2025, delete for following Spec Lines in their entirety:
"~~Acura TL SHAWD (10-13)~~
~~Audi S4 (12-14)~~
~~Audi S5 (13-14)~~

~~Audi TT RS (2018-)~~
~~Cadillac ATS-V (16-17)~~
~~Cadillac CTS-V (06-07)~~
~~Chevrolet Camaro SS (98-02)~~
~~Honda Civic Type-R (2017-)~~
~~Saturn Sky / Convertible (07-09)~~"

In T3, Effective 1/1/2025, delete for following Spec Lines in their entirety:
"~~Audi TTS Coupe (10-11)~~
~~Cadillac ATS (2015)~~
~~Chevrolet Cobalt (05-07)~~
~~Dodge SRT-4 (03-05)~~
~~Ford Fiesta ST (2014-)~~
~~Hyundai Genesis Coupe (2010-)~~
~~Hyundai Veloster Turbo (18-21)~~
~~Mini Cooper S (2016-)~~
~~Toyota Camry (11-15)~~"

In T4, Effective 1/1/2025, delete for following Spec Lines in their entirety:
"~~Acura Integra GS-R VTEC (3 or 4 door) (94-01)~~
~~Audi A4 V-6 (96-01) / Volkswagen Passat 2.8 V6 (96-05)~~
~~Chevrolet Cobalt SS, Sport Coupe (06-10)~~
~~Chevrolet Sonic RS (2011-)~~
~~Chrysler/Dodge Neon ACR SOHC (4 door) (01-02)~~
~~Dodge Dart (14-15)~~
~~Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99)~~
~~Fiat 500 Abarth (12-14)~~
~~Ford Focus SVT (02.5-04)~~
~~Ford Focus ZX4 ST (05-06)~~
~~Ford Focus (08-11)~~
~~Ford Mustang V-6 (01-04)~~
~~Honda Accord LX & EX (03-07)~~
~~Honda Accord LX-S/EX/EX-L (08-12)~~
~~Honda Civic Coupe Si (99-00)~~
~~Honda Civic SI (02-03)~~
~~Hyundai Elantra GLS (11-12)~~
~~Hyundai Tiburon V-6 (03-08)~~
~~Hyundai Veloster Turbo/ R-Spec (14-15)~~
~~Kia Forte Koup and Sedan LX/EX (10-13)~~
~~Kia Forte Koup and Sedan SX (10-13~~
~~Kia Forte Koup (14-15)~~
~~Mazda Protégé ES (2000)~~
~~Mazda Protégé 5 (02-03)~~
~~Mazda6 s (03-07)~~

~~Mitsubishi Eclipse GT (00-05)~~
~~Nissan Sentra SER (02-03)~~
~~Pontiac Firebird V-6 (96-02)~~
~~Scion tC (03-07)~~
~~Subaru Impreza (non-turbo) (04-06)~~
~~Toyota Celica GT (00-05)~~
~~Toyota Celica GTS/GT (00-05)~~
~~Volkswagen Golf TDI (2010)~~
~~Volkswagen Passat (12-14)~~
~~Volkswgen Passat TDI (12-14)~~
~~Volkswgen Passat 1.8T (2014-)~~"

T3

1. #36175 (Aaron Stehly) Amend TIR Placement on VW
In T3 Spec Lines, Volkswagen Golf R (12-13), change Restrictor Required as follows:
"36mm TIR ~~max 60mm from impeller~~ *TIR may be placed in the OEM turbo inlet as long as the restriction is entirely within the leading edge of the housing.*"

In T3 Spec Lines, Volkswagen Golf R (15-18), change Restrictor Required as follows:
"36mm TIR ~~max 60mm from impeller~~ *TIR may be placed in the OEM turbo inlet as long as the restriction is entirely within the leading edge of the housing.*"

2. #37226 (Fady Abbasi) Request to Classify BMWs
In T3 Spec Lines, BMW 330i (06-12), change model as follows:
"BMW *328i,* 330i (06-12)"

In T3 Spec Lines, classify BMW 320i (14-15), as follows:

T3	Bore x Stroke (mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW 320i (14-15)	*83.8 x 88.9 1997*	*2819*	*18 x 10*	*(F) 255 (R) 275*	*3.50, 2.01, 1.31, 1.00, 0.81, 0.70*	*3.08*	*(F) 313 (R) 300*	*3050*	*36mm TIR required. 800 lb springs allowed Sway bars up to 32mm. Sport Package (except wheels) allowed. GFB T9357 aluminum diverter valve allowed.*

3. #37246 (Touring Committee) Make adjustments to the 2015 STI Spec line
In T3 Spec Lines, Subaru WRX STI (15-20), change as follows:
"Subaru WRX STI (15-~~20~~*21*)"
Tire Size (Max): "~~245~~*275*"

4. #37294 (Touring Committee) class a civic
In T3 Spec Lines, classify Honda HPD Civic Si FE1 as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Honda HPD Civic Si FE1	*73.0 x 89.5 1498*		*18x8*	*245*	*3.64, 2.08, 1.36, 1.02, 0.83, 0.69*	*4.350*		*2950*	*https://hondaracing-us.honda.com/-/media/HPD-Civic-FE1-Brochure_091322.pdf* *Must conform to the factory specs except the following- DOT approved tires required. Brake pads and safety equipment may be changed. Must meet all Touring weight and alignment requirements. No restricted power maps required.*

5. #37300 (Touring Committee) Older STI in T3
In T3 Spec Lines, Subaru WRX STI (03-07), change Weight as follows:
"~~3300~~*3200*"

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Weight as follows:
"~~3350~~*3200*"

T4
1. #36612 (Manvinder Singh) R53 Mini Cooper S Weight Reduction Request
In T4 Spec Lines, Mini Cooper S R53 (02-06), add to Notes as follows:
"*Alta 15% Pulley #AMPENG20X allowed.*"

2. #36855 (Robert Maples) Allowable Wheel Offset
In GCR Section 9.1.9.2.D.7. Wheels and Tires, change as follows:
"a. Wheels
1. Any type wheel suitable for competition may be used, provided:
a. Any wheel not exceeding the specified diameter and rim width on the vehicle's specification line may be used. *Each wheel, measured without weights, must weigh at least 15 lbs.*

b. Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from 9.1.9.2.Touring (T2-T4) Category Specifications GCR - 660 the top perpendicular to the ground, unless specified differently on the individual spec line for that car. 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. When a maximum tire size is listed on a vehicle's specification line, aspect ratio is open and any tire may be used that does not exceed the stated maximum section width.

c. Cars equipped with lug bolts may convert to wheel studs and lug nuts.

d. Wheel studs may be replaced with longer studs as necessary to fit optional wheels. Wheel spacers may be used for purposes of adjusting track.

~~e-T4 only: (unless specified on spec line) Any aftermarket wheel with a minimum weight of 15 lbs allowed.~~"

3. #37077 (Derrick Ambrose) 2019-2024 Mazda 3 for T4
In T4 Spec Lines, classify Mazda 3 (19-24), as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Required Restrictor	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Mazda 3 (19-24)	*89 x 100 2488*		*17 x 8*	*245*	*3.36, 1.95, 1.39, 1.03, .84, .68*	*3.85*	*(F) 296mm (R) 265mm*	*2850*	*Any spring up to 800 lbs. front and 1000 lbs. rear springs may be used. Aftermarket wheels, min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Header allowed.*

4. #37140 (Chris Braunlich) Allow Spec MX5 upgrade kit for 2009-11 RX8 S2 Transmision
In T4 Spec Lines, add the following to Notes:
Mazda RX-8 Base/R3/Sport/ GT (04-12): "*Transmission kit # 0000-02-5700 permitted.*
Mazda MX-5 / Club Model (06-15): "*Transmission kit # 0000-02-5700 permitted.*"

In T3 Spec Lines, add the following to Notes:
Mazda MX-5 / Club Model (06-15): "*Transmission kit # 0000-02-5700 permitted.*"
Mazda RX-8 Base/R3/Sport/ GT (04-12): "*Transmission kit # 0000-02-5700 permitted.*"

4. #37221 (Richard Mooney) MX5 2006-2015 NC Help
Thank you for your letter. Please see changes in letter #37281 in current Fastrack.

5. #37188 (Scotty B White) 3.7 Mustangs to T4
In T4 Spec Lines, classify Ford Mustang V6 (05-14), as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Restrictor Required	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Mustang V6 (05-14)	*(95.490) x (86.70) / 226 CID*	*50mm*	*18x 9*	*245*	*4.24, 2.54, 1.67, 1.24, 1.00, .70*	*3.31, or 3.55*	*(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented*	*3400*	*2005-2010 4.0 liter Mustangs are permitted to fully update and conform to this spec line. 2011-2014 cars are not permitted to backdate. Ford M-18000-A shocks permitted. Strut tower bar permitted, Any sway bar up to F: 35mm and R: 28mm permitted. Aftermarket Shocks conforming to T4 rules allowed. Panhard bar, part # BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. 14" Brembo Brake Kit#M-2300-S permitted.* **This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**

6. #37248 (Touring Committee) Civic SI in T4
In T4 Spec Lines, Honda Civic Si (06-11), change as follows:
Required Restrictor: "*55mm flat plate restrictor required.*"
Min Weight: "~~2950~~*2900*"
Notes: "~~The following items must remain stock: transmission differential - unless specified below. 55mm flat plate restrictor required. LSD IS PERMITTED ACCORDING TO CATEGORY RULES~~"

7. #37278 (Touring Committee) 2006-2015 T4 NC Mx5 spec line
In T4 Spec Lines, Mazda MX-5 / Club Model (06-15), change Notes as follows:
"Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front spring mount PT#-0000-04-5259, front springs #0000-04-9700-08, rear spring mount PT#-0000-04-5258, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB (optional), Swaybar kit – PT#-0000-04-5306-EB that includes (front sway bar kit PT#0000-04- 5306-FT, rear sway bar kit PT#-0000-04-5306-RR), offset front camber bushing PT#-0000-04- 5407-NC. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, RX8 front hubs PT# F189-33-04X allowed. ~~The SM5 suspension (only) is allowed with a 100 lbs. weight increase.~~ Allow Mazda header part numbers 0000-06-5407 or 0000-06-5407-NC. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901- CC. Aftermarket power steering reservoir is allowed. Mazda Transmission kit part # 0000-02-5700. Mazda Motorsports LSD ~~#32655~~ 0000-02-5564 permitted without penalty. Any other non-OEM limited slip differential allowed with +50 lbs. weight penalty. Front spoiler permitted (NF51-V4-900F)."

8. #37279 (Josh Smith) ND MX-5 wheel allowance
In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), change Wheel Size as follows:
"17 x 7*.5*"

9. #37281 (Touring Committee) T4 BOP
In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change as follows:
Required Restrictor: "~~60mm~~*59mm*"
Weight: "~~3125~~*3200*"

In T4 Spec Lines, Mazda MX-5 / Club Model (06-15), change weight as follows:
"~~2600~~*2550*"

10. #37286 (Touring Committee) Allow 7.5
In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), change Wheel Size as follows:
"17 x 7*.5*"