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

Club Racing Board

CLUB RACING BOARD MINUTES | December 3, 2019
The Club Racing Board met by teleconference on November 5, 2019. Participating were Peter Keane, Chairman; David Arken, Tony Ave, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
F
1. #27905 (James Rogerson) F4 into FX
Thank you for your letter. The Club Racing Board appreciates your comments.

FA
1. #27516 (JEREMY HILL) Request to Balance FA and FB
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

2. #27544 (DAVID OLEARY) Concerns About Grouping With FA
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

3. #27785 (Greg Pizzo) Allow Mods to Current FB Rules So That F1000/FB Is Competitive
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

4. #27789 (Dave Caswell) FB/FA Integration for 2020
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

5. #27792 (S. Jay Novak) Request for Engines for FB Cars Integrated Into FA
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

6. #27799 (Mark Nixon) Considerations for FB Joining FA in 2020
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

7. #27866 (Thomas Copeland) F1000 - FA Parity
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

8. #27893 (Mark Milazzo) Request to be included in new Formula X Class
Thank you for your letter. The Club Racing Board will consider classification of the Formula Speed2.0 in the FX class once complete specifications have been supplied.

FC
1. #27872 (Steve Thomson) Support for FX
Thank you for your letter. The Club Racing Board appreciates your comments.

FM
1. #27964 (Robert Wright) Support for FX Class
Thank you for your letter. The Club Racing Board appreciates your comments.

P2
1. #27815 (Chuck Bona) Request for No Reduction in Prototype 2 Performance
Thank you for your letter. The P1 and P2 classes were intended to occupy different spheres of competition, with P1 conceived as the premier class promoting advanced technology and innovation, and P2 envisioned as a lower-cost alternative through restrictions on chassis materials, engine power, and vehicle aerodynamics. One of the purposes of the differing class philosophies was to maintain a performance gap sufficient to justify having two classes. The Club Racing Board uses an SCCA-developed Power Factor formula (PF = Weight/Peak HP + Peak Torque/2) to set the weight and power parameters for classes such as P1 and P2, and periodically collects on-track data to confirm that cars in the same class have similar rates of longitudinal acceleration from approximately 60 to 100 mph, before a significant impact from aerodynamic drag comes into play.

The Power Factor numbers developed for P1 and P2 initially provided a sufficient performance gap between the classes, but over time this gap eroded, and in late 2018 the Club Racing Board announced adjustments to several P2 platforms to restore a proper gap between the classes. This was the first significant adjustment since the P2 class was inaugurated in 2014. Before announcing and implementing these adjustments, the FSRAC and the CRB arranged for the motorcycle engine builder who developed the P2 restrictor for the SCCA to test the new smaller restrictors and build ECU maps for the proposed changes. A comparison of the P1 and P2 lap times at the 2019 Runoffs shows that the adjustments have had their intended effect, and there is currently no plan to make a further across-the-board performance envelope change to the P2 class.

An individual adjustment to the stock 1.0 liter platform is not warranted at this time. There have been no creditable stock 1.0 liter efforts in several years, and the available dyno data fully supports the current restrictor size and minimum weight for this platform. If a competitor fields a representative stock 1.0 liter effort during the 2020 season, the Club Racing Board will collect on-track data to assess the car's rate of longitudinal acceleration relative to other P2 cars and, if warranted, make appropriate adjustments to the platform. Likewise, an adjustment to alter the balance of performance between cars with automotive-based engines and those with motorcycle-based engines is not supported by the data collected during the 2019 Runoffs, where the leading examples of each type of car were closely grouped both on track and in terms of their rates of longitudinal acceleration below 100 mph. The Club Racing

Board will continue to monitor class performance and will make individual changes based on credible performance data.

2. #27913 (Tim Day Jr) Enterprise Sports Racer Parity
Thank you for your letter. Please see the responses to letter #27815 in this Fastrack and letter #27869 in this Fastrack's Technical Bulletin.

GCR
1. #27053 (Richard Kulach) Request for Rain light Requirements-Multi Class Racing Groups
Thank you for your letter. Please see the responses to letter #27815 in the July 2019 Fastrack.

2. #27780 (Gregory Cirillo) Comment on Body Contact Review
Thank you for your letter. The Road Racing department is working to develop guidelines that will assist drivers and race officials in better understanding racing incidents. We will include your advice in the development of these guidelines.

GT1
1. #27752 (Matthew Miller) Request to Reduce Weight Added for Use of Sequential Transmission
Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

2. #27760 (David Pintaric) Request sequential transmission weight penalty reduction
Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

3. #27761 (David Pintaric) Request for reduction in weight penalty for 18
Thank you for your letter. Please see the response to letter #27751 in this Fastrack's Technical Bulletin.

GT2
1. #27652 (Danny Lowry) Request for Paddle Shifter on Porsche 997.2 GT3 Cup
Thank you for your letter. Paddle shifter is already allowed with a 100 lb. weight penalty.

GT3
1. #27625 (Michael Lewis) Request BoP clarification
Thank you for your letter. Please see the response to letter #26958 in this Fastrack's Technical Bulletin.

GTL
1. #27716 (Troy Ermish) Request for Help for Older Sedans
Thank you for your letter. Age and aero is not allowed for in the classification process.

Strategic
1. #27321 (Armen Megregian) Request for Future Runoffs at Watkins Glen
Armen, thank you for your thoughts about holding the Runoffs at Watkins Glen. This is a great facility and we look forward to the Hoosier Super Tour event held at this iconic venue each year. Participation and enthusiasm are very high and many racers and workers enjoy the excitement Watkins Glen brings with the history that surrounds the entire geographical area. We appreciate your input.

T2
1. #26939 (Mark Boden) Tire Size in T2
Thank you for your letter. Recent changes have been made to the class to improve BOP. We will continue to monitor the class.

2. #27699 (William Moore) 2014 T2 Camaro Weight Adjustment and Restrictor Plate - GCR 651
Thank you for your letter. The TAC has made changes to the class and we'll continue to monitor the class.

3. #27749 (Ron Randolph) Request for more T2 Cars in 2020
Thank you for your letter. Changes have been made to the class to improve competition. If you have any specific ideas, please send them in for consideration.

Not Recommended
B-Spec
1. #27221 (David Oliveira) Request for Exhaust Wrap Material for Header
Thank you for your letter. After further research we have found the stock heat shield can be used.

2. #27720 (G. Brian Metcalf) Allow 2014 to Present Base Model Mini Cooper in B-Spec
Thank you for your letter. Turbo model cars are not allowed in B-spec racing at this time.

P1
1. #27867 (Jeff Shafer) Sealed Elan Engine
Thank you for your letter. The Club Racing Board does not recommend this change. On-track performance shows that the sealed DP02-spec 2.0L MZR engine is not within the performance envelope of the P1 class, but suitable modifications to the 2.0L engine will allow it to be competitive using the required Single Inlet Restrictor.

SRF3
1. #27657 (Mark Peyser) Request for Wheel Tethers
Thank you for your letter. The Club Racing Board does not recommend this change at this time. While wheel tethers have become relatively common in professional racing series, implementation of such a requirement in all open-wheel and sports-racing classes in the SCCA road racing program could not be readily accomplished at this time. Unlike professional racing series, which often use a single, spec chassis and typically involve a relatively small number of sponsored competitors, the SCCA road racing program includes dozens of chassis variations and hundreds of competitors of varying means. Wheel tethers are

not commercially available for every chassis type in the road racing program and therefore would likely need to be custom-made for each application. In addition, the SCCA's volunteer technical staff does not have the resources to verify proper fitment of custom-made wheel tethers on each and every chassis variation that exists in the road racing program.

GCR

1. #27610 (Charles Tanck) Request to Put Wheelbase On All Cars
Thank you for your letter. This is a local issue, other regions have platform scales and/or bridge ramps that do not require movement of scales due to changes in wheelbase.

GT3

1. #27666 (Richard Smith) Disenfranchised GT2 Mazda RX7 Weight Penalty
Thank you for your letter. The disenfranchised GT2 cars running in GT3 penalties are appropriate as currently written.

2. #27667 (Richard Smith) Disenfranchised GT2 Mazda RX7 Restrictor Size
Thank you for your letter. Disenfranchised GT2 running in GT3 penalties are appropriate as currently written.

GTL

1. #27406 (James Gregorius) Request 12a Rotary SIR Increase
Thank you for your letter, The SIR is felt to be proper for current class balance, the Club Racing Board will continue to monitor the class.

FP

1. #27549 (David Boles) 93-98 Volkswagen Golf Help
Thank you for your letter. The requested allowances are not recommended, as an alternate intake manifold and larger valves are outside the philosophy of Limited Prep.

HP

1. #27838 (Greg Amy) Request to Classify Porsche 914 2L in HProd
Thank you for your letter. This classification is not recommended at this time, as 2.0L is considered too much displacement for HP. The Production Committee would like to see the 914-4 1.8L campaigned in HP, to better gauge the competitiveness of this vehicle.

2. #27855 (Mike Ogren) Please Move the 2015+ Honda Fit to FP
Thank you for your letter. This is not recommended at this time. There has not been a fully campaigned example of this car ran yet to provide additional data. Also note that the stock specs of its engine are very close to those allowed on its spec line.

Prod General
1. #27679 (Jonathan Spiegel) Level 2 (Limited Prep) Cylinder Head 9.1.5.E.2.e
Thank you for your letter. This allowance is not recommended at this time, because it is outside of the scope of Limited Prep. Also note that pistons are already unrestricted.

2. #27916 (David Mead) Request to Allow Removal of Control Arms Rendered Obsolete
Thank you for your letter. There is not a significant advantage to allowing this, yet there's certainly some unintended consequence that could arise from it. Therefore, this is not recommended.

SM
1. #26881 (Marc Cefalo) Request to approve additional hardware allowances
Thank you for your letter. Additional hardware allowances are not recommended at this time; however, we will continue to monitor.

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

B-Spec
1. #27647 (James Rogerson) Request Passenger Seat replacement
In GCR, section 9.1.10.E., add the following:
"*44. A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events.*"

2. #27686 (James Rogerson) Request for Automatic Transmission Inclusion
In GCR, section 9.1.10.E.9., make the following changes:
"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. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with oem paddle shifters are acceptable.*"

3. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics
In GCR, section 9.1.10.E., add the following:
"*43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.*"

FM
1. #27712 (Moses Smith) New FM2 Class Proposal
The FMZR will be classed in FA upon proof of compliance with GCR 9.4.5 Roll Cage Specification, other applicable safety regulations, and submission of the specification list prepared by the FSRAC.

GCR

1. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car
In GCR Section 6.5.2.B.1., make changes as follows:
"The front row drivers must ~~be advised~~ not ~~to~~ pass the pace car."

2. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change
In GCR, section 4.5.1., make changes as follows:
"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement *(unless an annual waiver is on file at SCCA National Office)* before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:
"A. ~~An SCCA-issued photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.
1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.
2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.
B. ~~The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible.~~ *Identification cards from any other organization will not be accepted.*
C. ~~Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region.~~ *A non-member or weekend member will be issued a paper pass or a wristband.*
~~D. Identification cards from any other organization, including civil authorities, will not be accepted.~~
~~E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID.~~"

GT General

1. #27323 (Todd Oppermann) Windshield Clips
In GCR section 9.1.2.F.6.c.1, add as follows:
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).*"

T2

1. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z
In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The*

following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear."

T2-T4
1. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4
In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

T4
1. #27329 (David Mead) Request to Allow Brake Upgrade On T4 Mustang
In T4, Ford Mustang V6 (05-10), add to notes as follows:
"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes
In T4, Mazda3 (14-18), add to notes as follows:
"Any spring up to 800 lbs. front and 1000 lbs. rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank
In T4, GCR section 9.1.9.2.D.3.a.2., add the following:
"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir
In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:
"Allow Mazda header part number 0000-06-5407. 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.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ
In T4, change Spec Lines as follows:
"Subaru BRZ*, BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:
"Scion FR-S*, 10 series* (13-16)"

6. #27892 (John Heinricy) Request for Replacement Clutches
In GCR, Section 9.1.9.2.D.i.5., change as follows:
"~~T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than *9*5% of the factory OEM clutch disc and pressure plate."

Taken Care Of

B-Spec

1. #26952 (Dave Mead) Request to Add Sedan Model to Fiesta BSpec Classification
Thank you for your letter. Please see the response to letter #26798 in this Fastrack's Technical Bulletin.

2. #27530 (Lucas Joslin) Sedan Versions of Cars
Thank you for your letter. We addressed this in letter 26797 and 26798 in current Fastrack.

3. #27608 (Edward Werry) 2010 Honda Fit #53 post-Runoffs Comp Adjustments
Thank you for your letter. We will have bop adjustments in the near future. We are doing some dyno testing and will have revisions soon.

4. #27611 (Charles Davis) Request for Weight Adjustment
Thank you for your letter. We will have bop adjustments soon. We are doing some dyno testing and then they will be released.

5. #27719 (G. Brian Metcalf) Remove the Restrictor Plate From the 2011 - 2013 Mini Cooper
Thank you for your letter. We are doing more testing and then we will release the bop adjustments for 2020.

6. #27800 (James Rogerson) Request for Balance of Power
Thank you for your letter. We are doing more testing and will have bop adjustments released in the near future

FV

1. #27904 (Thomas Galuardi) Against Four Bolt Wheels
Thank you for your letter. Please see the response to letter #27603, December 2019 Fastrack Technical Bulletin.

GCR

1. #27656 (GCR Committee) Add Driver to Court of Appeals
Thank you for your letter. This is not a GCR change and the item has been forwarded to the Board of Directors previously.

HP

1. #27847 (Greg Amy) Info in Support of 914 Letters 27814 and 27838
Thank you for your letter. Please see the response to letter #27814 in this Fastrack's Technical Bulletin.

2. #27936 (James Rogerson) Request to Include All Honda Fit Years
Thank you for your letter. Please see the response to letter #27782 in this Fastrack's Technical Bulletin.

SM
1. #27055 (Spencer Rutherford) Tires Are Too Expensive
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

2. #27069 (Tyler Quance) Suggestion to Jim Drago Tire Management Plan
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

3. #27074 (Mitch Reading) SM - tire management input
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

4. #27125 (Tom Hampton) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

5. #27126 (Gordon Kuhnley) Support Tire Management Plan for HST and Majors
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

6. #27127 (Chris Lefferdink) Tire Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

7. #27128 (Kyle Webb) Tire proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

8. #27129 (Craig Berry) Request to limit tires in Super Tours
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

9. #27130 (Erik Stearns) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

10. #27131 (Case Crowell) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

11. #27132 (Keith Mellen) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

12. #27133 (Joe Crowell) Tire limiting program
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

13. #27134 (David Dewhurst) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

14. #27135 (Stephen Jones) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

15. #27136 (William keeling) Opposed to tire limits
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

16. #27137 (Darren Brady) Tire costs
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

17. #27138 (Todd Martin) One Tire Per Event Rule

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

18. #27142 (Tom Sager) Tire rule for 2020
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

19. #27143 (Craig Janssen) Tire management proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

20. #27144 (Cooper Lilly) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

21. #27148 (Frank Todaro) SM Tire rule change and new tire
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.
22. #27151 (Dennis Hamminga) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

23. #27162 (Ken Sutherland) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

24. #27163 (Clark Cambern) Spec Miata Tire Use Rule new proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

25. #27164 (John Connelly) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

26. #27166 (Alan Cross) Supports Tire Limit Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

27. #27167 (Will Schrader) Supports Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

28. #27168 (Richard Baratta) Tire management Program
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

29. #27177 (Dave Dunning) Supports Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

T2
1. #27681 (James Leithauser) Request to Address Porsche
Thank you for your letter. Please see the response to letter #27746 in this Fastrack's Technical Bulletin.

2. #27798 (William Moore) Request to Remove Non-Factory Rear Wings From Competition
Thank you for your letter. Changes have been made to help improve this issue. Please reference letter #27746.

T2-T4
1. #27326 (Stephen Blethen) In favor of jack points
Thank you for your letter. Please see the response to letter #27607 in the December 2019 Fastrack.

2. #27575 (Stephen Blethen) Request to Make all Trim Levels Eligible
Thank you for your letter. Please see the response to letters #27606, 27831, and 27832 in this Fastrack.

3. #27680 (Derek Kulach) Request for 350Z Parity
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

4. #27808 (Ben Slechta) Request for Stillen Air Intake on 350Z Spec Line
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27809 (Ben Slechta) Request for SPL Rear Mid Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27810 (Ben Slechta) Request for SPL Rear Toe Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27811 (Ben Slechta) Request for SPL Front Upper Camber/Caster Arms on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

8. #27812 (Ben Slechta) Request for SPL Rear Camber Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

9. #27813 (Ben Slechta) Request for SPL Rear Traction Arms on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

10. #27818 (David Mead) Add Language to Runoffs Supps Enforcing Tear Down of Race Winner
Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin.

T3
1. #27621 (David Muramoto) Changes Requested for 03-08 Nissan 350Z Classification
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

2. #27715 (Rob Hines) Please Help Nissan 350Z HR
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

3. #27747 (Joe Aquilante) E46 Balance of Performance
Thank you for your letter. We have made changes to the class and will continue to monitor the performance. Please see the response to letter #27781 in this Fastrack's Technical Bulletin for your second concern.

4. #27754 (James Slechta) Request to Increase Nissan 350 z Restrictor Size
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27783 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27787 (Jim Slechta) Request for Nissan 350z Help
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27796 (Mark Johnston) Request for Nissan 350z Restrictor Change
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

T4
1. #27581 (Tyler Quance) Request for Help for the NC MX-5 in T4
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

2. #27668 (Tom Fowler) Request for Parity
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

3. #27717 (Tyler Quance) Help for the NC MX-5 in T4 CORRECTION
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

4. #27721 (Matthew Miller) Allow 316mm Mustang GT front rotors on 2005 and up V6
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

5. #27740 (Josh Smith) Mazda Support of Letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

6. #27757 (Kevin Fryer) Support for Letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

7. #27758 (Ron Munnerlyn) Support letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

8. #27759 (Morgan Mehler) Letter in support of 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

9. #27762 (Steve Bertok) MX-5 minimum weight reduction, letter number 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

10. #27765 (Steve Bertok) Support for letters 27763, 27764
Thank you for your letter. Please see the response to letters #27763 and 27764 in this Fastrack.

11. #27772 (Robert Spence) Letter number: 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

12. #27773 (Mike Burke) Support of Letter #27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

13. #27784 (Thoas Hart) Request for MX-5 Weight Adjustment
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

14. #27832 (Nick Leverone) Factory Aero
Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin, regarding the BRZ. The committee agrees that allowing basic OE spoilers will be allowed on a case-by-case basis to prevent unnecessary tech issues for non-advantageous parts.

What Do You Think
None.

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

Technical Bulletin

DATE: December 20, 2019
NUMBER: TB 20-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

American Sedan
None.

B-Spec
1. #26797 (B-Spec Committee) Add Yaris Sedan
In B-Spec, classify the Toyota Yaris Sedan (2007-) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Toyota Yaris Sedan 2007-	*74.9 x 84.6 1491*	*100.4*	*3.55, 1.90, 1.31, 0.97, 0.82*	*3.72*	*(F) 10.0 (R) 7.9 drum*	*2400*	*Bilstein B14 47-237834 kit is allowed. Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed.*

2. #26798 (B-Spec Committee) Add 2011-2016 Fiesta Sedan
In B-Spec, classify the Ford Fiesta 4dr Sedan (11-16) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Ford Fiesta 4dr Sedan (11-16)	*79.0 x 81.4 1596*	*98.0*	*3.86, 2.04, 1.28, 0.95, 0.74*	*4.07*	*(F) 10.2 (R) 7.9 drum*	*2495*	*Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69- 3530TS is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 is allowed. Mazda*

							front hub D651-33-06 and rear hub D651-26- 15XE allowed. 4x100 bolt pattern wheel allowed

3. #26799 (B-Spec Committee) add 2015-2019 Kia Rio
In B-Spec, Kia Rio 5-door/LX (12/14), change year as follows:
"(12-~~14~~*19*)"

4. #27858 (B-Spec Committee) Error and Omissions
In B-SPEC, Mazda2 (10-14), make changes as follows:
"Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-049350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 000004-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR, 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 ~~Mz26-117-33100~~ *air duct Mz2-6-120-10* are allowed. Exhaust Header Kit (cat delete) HB.EM 60-404-SSS or HP-MZD001is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushings allowed."

Formula/Sports Racing
F
1. #27903 (Formula/Sports Racing Committee) Incorporate FM, F4, USF2000 and other spec lines if FX approved
Remove Formula Mazda, GCR section 9.1.1.E, in its entirety and re-letter the following sections accordingly.
Add to the FX rules the following:

Table 1

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula Mazda	*Six (6) port Mazda 13B or four (4) port Mazda Renesis*	*(F) 8 (R) 10*	*See notes*	*5 forward speeds with approved gear ratios and reverse. Torque biasing devices and limited slip and locking differentials prohibited.*	*1350 with six (6) port 13B, 1400 with four (4) port Renesis*	*Car must comply with all December 2019 GCR Formula Mazda preparation rules found here: https://www.scca.com/pages/technical-forms-and-downloads.*

In FA Table 2, remove FIA Certified F4 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
FIA Certified F4	*See notes*	*See notes*	*See notes*	*See notes*	*See notes*	*Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA.*

In FA Table 2, remove Pro Formula F2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Pro Formula F 2000 Tube Frame	*2.0 Liter Zetec*	*(F) 8 Max (R) 10 Max*	*See FA Rules*	*Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)*	*1210*	*Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.*

In FA Table 2, remove USF2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
USF2000 Tube Frame	*2.0 Liter Mazda MZR*	*See notes*	*See notes*	*See notes*	*See notes*	*Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety*

F5
1. #27883 (Formula/Sports Racing Committee) Change 600cc restrictor size
In the F500 engine table, change the restrictor as follows:
Honda CBR600RR (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:
Suzuki GSXR600 (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:
Yamaha R6 (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

FA

1. #27319 (Jake Latham) Suggestions for FB/F1000 into FA
In FA Table 2, Formula 1000 spec line, make changes as follows:

Table 2						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula 1000	Motorcycle-based 4-cycle up to 1000cc*, maximum compression ratio 13.5:1; otherwise, current FA engine rules apply*	see notes	see notes	see notes	~~see notes~~ *1025*	Car must comply with December ~~2018~~ *2019* GCR Formula 1000 (FB) Preparation Rules~~,~~ *found at https://www.scca.com/pages/technical-forms-and-downloads,* except ~~that throttle bodies and ECUs are unrestricted~~ *as modified by this spec line. The CRB may require the use of Flat Plate Intake Restrictors at any time.*

2. #27880 (Formula/Sports Racing Committee) Change Swift 016 - 2.3 liter Mazda Duratec restrictor size
In FA Table 2, Swift 016 - 2.3 liter Mazda Duratec spec line, change the restrictor as follows:
"The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~33~~ *31*mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc."

P1

1. #27745 (Formula/Sports Racing Committee) Update Revised Spec Line F
In P1 Engine Table, Spec Line F, make changes as follows:

P1 Engine Table						
Spec Line	**Engine Series**	**Max. Displ (cc)**	**Max. Valves / Cyl.**	**Req'd Restrictor**	**Min Weight (lbs)**	**Notes**
F	~~Restricted 2.0L~~ Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 64mm single throttle body	1400	No engine modifications except dry sump oil system, ECU map~~ping~~, and exhaust ~~system~~. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: https:/www.scca.com/pages/technical-forms-and-downloads. No machining allowed.

P2

1. #27821 (Keith Carter) Request for addition of BMW Engine in P2 Engine Table
In P2 Engine Table, Line B.1, add the following:
"4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha*,* Honda*, BMW*"

2. #27869 (Formula/Sports Racing Committee) Add ESR inlet restrictor
In P2 Table 1, Enterprise Sports Racer line, add to the notes the following:
"*Effective 4/1/2020, the ESR 2.3L engine must have either an SIR or a Flat Plate restrictor fitted that meets the peak horsepower specified by the SCCA. The SIR or Flat Plate restrictor must be sized in whole or 0.5mm increments. Dyno data also must be submitted for restrictors 1.0 and 2.0mm on either side of the restrictor size that permits the engine to meet the specified peak horsepower.*"

GCR

1. #27580 (Greg Amy) 9.3.27 E&O, Probable Typo
In GCR, section 9.3.27., make changes as follows:
"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses *or* protected by a wall–like bulkhead container (Coolsuit lines are exempt)."

Grand Touring

GT General

1. #26308 (Andrew Wickline) Request Factory Five Daytona coupe classification
In GTX - MISC., Classify and add as follows:

GTX – MISC.

Make	Model	Engine	Restrictor mm	Weight (lbs)	Notes
Factory Five	*Type 65 Coupe R*	*Ford 302/351*	*NA*	*2600*	
Factory Five	*Type 65 Coupe R*	*Ford 5.0/5.2L*	*NA*	*2600*	
Ferrari	458 Challenge	*4.5L*	(2) 50	3150	*Must conform to 458 Challenge rules.*
Ferrari	488 Challenge	*3.9L Twin Turbo*	(2) 45	3350	*Must conform to 488 Challenge rules.*
Ford	FP350S	*5.2L*	NA	3400	
Chevrolet	C6	7.0L	NA	3250	
Lamborghini	Super Trofeo	*5.2L*	(2) 41	3000	*Must conform to Super Trofeo rules.*
Ligier	JS2 R	*3.7L*	NA	2400	
Porsche	911 GT America	*4.0L*	NA	2950	

GT1

1. #27750 (J Richard Grant) Request to Adjust Transmission Penalty
In GT1 Specifications, section 9.1.2.D.4.b.2., make change as follows:
"Sequential shifting transmissions are permitted with a ~~75~~*50* lb. weight penalty."

2. #27751 (Matthew Miller) Request to Reduce Additional Weight for 18
In GT1 Specifications, section 9.1.2.D.7.a.5., make change as follows:
"For cars not specified to allow 18 inch wheels, 18 inch wheels permitted with a ~~100~~*50* pound weight penalty."

3. #27756 (Tim Adolphson) Request for Five Star Nascar Compliant Bodywork
In GT1 Spec Lines, 9.1.2.c, General Motors Corporation, add the following:
"*5 Star NASCAR Camaro (2018-) body allowed*"

GT2

1. #27701 (Matt Jensen) Porsche 991.2 GT3 Cup GT2 Classification
In GT2, classify the 991.2 GT3 Cup Car as follows:

GT2 Cars -

Model	Years	Body Style	*Drive-line*	Wheel-base (in)	Notes
991.2 GT3 Cup Car	*(2017-)*	*2 Dr.*	*RWD*	*92.7*	*3.8L flat six. 3100lbs. w/63mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS allowed with a 100lb. penalty.*

2. #27755 (Shad Huntley) Request for Acura NSX Spec Line Changes
In GT2/ST, Acura NSX, change weight as follows:
"~~3000~~*2700*"

3. #27914 (Grand Touring Committee) GT2 991.1 restrictor size change
In GT2. Porsche 991.1 GT3 Cup, change restrictor size in the notes as follows:
"~~67~~*70* mm"

4. #27915 (Grand Touring Committee) GT2 996/997.1 weight change
In GT2, Porsche 996/997.1 GT3 Cup, change the weight in the notes as follows:
"~~2900~~*2800"*

5. #27920 (Grand Touring Committee) GT2/ST Corvette comp adjustment
In GT2/ST, Chevrolet Corvette (-2019), with Max. Displacement of 5967, change restrictor size as follows:
"~~75~~*70* mm"

GT3
1. #26958 (Chad BACON) Request restrictor size change request
In GT3 Engine Table, Mazda 13B Bridgeport, change Fuel Induction as follows:
"44mm *42mm*"

2. #27322 (Armen Megregian) Request to Classify Alfa Romeo 4C
In GT3, classify the Alfa 4C as follows:

GT3 Turbocharged OEM Engines:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Alfa 4C	*DOHC*	*83*	*80.5*	*1742*	*Alum. Cross flow*	*4*	*33 mm TIR*	*2325*	*Tube frame only. No ABS or Traction Control*

3. #27570 (Alex Phelps) Request for Mazda 2.5l MZR/L5-VE
In GT3 Engines, Mazda MZR/L5-VE, change Fuel Induction as follows:
"~~31mm SIR~~*Unrestricted"*

In GT3 Engines, Mazda MZR/L5-VE, change Weight as follows:
"~~2195~~*1950*"

In GT3 Engines, Mazda MZR/L5-VE, change Notes as follows:
"~~Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc~~*Limited to GT2 engine prep levels based on standard bore and stroke - no direct Injection.*"

4. #28033 (Grand Touring Committee) GT3 turbo engines add Honda
In GT3, classify the Honda K20C1 as follows:

GT3 Turbocharged OEM Engines:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Honda K20C1	*DOHC*	*86*	*86*	*1928*	*Alum. Cross flow*	*4*	*33 mm TIR*	*2350*	

5. #28035 (Grand Touring Committee) GT3 wing end plate
In GCR, section 9.1.2.F.7.b.12.E., make changes as follows:
"The wing end plates ~~must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall.~~ *may be no more than 64 square inches.*"

GTL
1. #27641 (Joe Harlan) Wing Mounting Upright Size
In GT Category Specifications, section 9.1.2.F.7.b.13., add the following:
"*Effective 3/1/2020,*
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."

2. #27648 (Tim Linerud) Request to Classify the MK1 two door Jetta
In GTL, classify the Jetta Mk 1 as follows:

GTL Cars -

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Jetta Mk 1		*3dr*	*FWD*	*94.5*	

Improved Touring
None.

Production
FP
1. #27922 (Matt Wolfe) Request to Classify 2001-2003 Mazda Protege ES in FP
In FP, classify the Mazda Protege ES (01-03) as follows:
Build a new spec line created for this new classification.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda Protégé ES (01-03)		*2350 *2409 **2468*	*4 Cyl DOHC*	*83.0 x 92.0*	*1991*	*Iron*	*Alum*	*(I) 31.5 (E) 27.6*	*Fuel injection*	*102.8*	*60.8 / 61.0*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 258 x 24 Vented Disk (R) 261 x 10 Solid Disk*		*Stock Throttle Body I.D.*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .450*

HP
1. #27782 (SCCA Staff) Update years for the Mazda2, Honda Fit, & Mini
In HP, Mazda2 (07-11), make change as follows:
~~(07-11)~~ *(11-14)*"
In HP, Honda Fit (2015), make change as follows:
~~(2015)~~ *(15-19)*"
In HP, Mini Cooper (07-11), make change as follows:
~~(07-11)~~ *(07-13)*"

2. #27814 (Greg Amy) Allow Dry Sump, Limited Prep Porsche 914
In HP, Porsche 914-4 (1.8L), add to notes as follows:
"*A 2-stage dry sump is allowed, but it must be cam-driven only and mounted in the same location as the OEM oil pump.*"

3. #27854 (Mike Ogren) Please Allow Alternate Rear Axle Housing for RWD Toyota Corolla
In HP, Toyota Corolla (71-74), add to notes as follows:
"*Rear axle housing from the 84-87 Corolla is permitted.*"

4. #27917 (Jack Banha) HP VW Rabbit Convertible 1.6L #1922 and 32mm chokes
In HP, Volkswagen Rabbit 1588 (includes Cabriolet / convertible), change weight as follows:
"~~1785 * 1830 ** 1874~~ *1735 * 1778 ** 1822*"

In HP, Volkswagen Scirocco 1588, change weight as follows:
"~~1785 * 1830 ** 1874~~ *1735 * 1778 ** 1822*"

Prod General
1. #27907 (STEVE SARGIS) Request to List Mazda Miata Throttle Body Size
In FP, Mazda Miata 1.6L (90-97), make changes as follows:
Brakes Std.:
"~~Factory spec @ all 4 wheels~~ *(F) 235 x 18 Vented Disc (R) 231 x 9 Solid Disc*"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata 1.6L (-1993), make changes as follows:
Brakes Std.:
"(F) 235 ~~(9.3)~~ *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata 1.8L (90-97), make changes as follows:
Brakes Std.:
"(F) 235 ~~(~~9.3) *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata (94-97), make changes as follows:
Brakes Std.:
"(F) 235 *x 18* Vented Disc (R) 231 *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata (99-03), make changes as follows:
Brakes Std.:
"(F) 235 ~~(9.3)~~ *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

Spec Miata
None.

Super Touring
None.

Touring
T2
1. #27514 (Van Hunter) Request for Dailey Engineering Dry Sump on 2010 Camaro SS
In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:
"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. *Dailey Engineering dry sump P/N 20-02-0666-ASSY allowed.* Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026."

2. #27584 (William Moore) Request for Half Shafts - 2014 Camaro SS 1LE
In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:
"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 201013 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026. *Drive Shaft Shop P/N RA-5424 and RA-5425 Allowed.*"

3. #27665 (Andrew Wickline) Request for Parity Among Vehicles
In T2, Ford Mustang Boss 302 (12-13), change Notes as follows:
“The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14” Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Front bushing kit M-5638-C permitted. ~~54mm~~ *56mm* flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (11-14), change Notes as follows:
"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14” Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Front bushing kit M-5638-C permitted. ~~52mm~~ *54mm* flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (15-17), change Notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872- M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at +50lbs. ~~50mm~~ *52mm* flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted."

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Weight (lbs) as follows:
"~~3525~~ *3475* w/50mm flat plate restrictor)
3225 (w/45mm flat plate restrictor)
3400 (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)"

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Weight (lbs) as follows:
"~~3450~~ *3400* Add 50 lbs. for larger wheels"

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes as follows:
"~~60mm~~ *57mm* flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body

panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed."

4. #27746 (Joe Aquilante) Request to Readjust the T2 Porsches
In T2, Porsche 911/ 997 (06-08), change Notes effective 3/1/2020 as follows:
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/ airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes effective 3/1/2020 as follows:
"60mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed."

In T2, Porsche Carrera S (06-08), change Notes:
"60mm flat plate restrictor required. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free~~. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

5. #27776 (Bob Demers) Request for 2016-2020 Camaro SS Help
In T2, Chevrolet Camaro, 1LE (2016-), change Weight as follows:
"~~3600~~ *3550*"

6. #27839 (Marty Grand) Request for Competitive Adjustments to Honda Civic Type R
In T2, Honda Civic Type-R (2017-), change Weight as follows:
"~~3050~~ *3000*"

In T2, Honda Civic Type-R (2017-), change Notes as follows:
"HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator57100-F23S-R6; ~~50mm~~ *51mm* TIR required. Alternate grill Cuztom Tuning FG-CIV16-V3-TR-BKallowed. Any sway bar front/rear up to 30mm allowed. Front springs u p to 800lb allowed, rear springs up to 2000lb allowed, *Aftermarket Intercooler allowed.*"

T2-T4
1. #27439 (Carl Fung) Mustang Ecoboost and GT Transmission
In T3, Ford Mustang EcoBoost (2015-), add as follows:
"4.24, 2.54,1.67, 1.24,1.00, 0.70 or 4.17, 2.34,1.52, 1.14,0.87, 0.69 *or 4.696, 2.985, 2.146, 1.769, 1.520, 1.275, 1.000, .854, .689, .636*"

2. #27902 (Raymond Blethen) T4 RX8 Classification Error
In T3, Mazda RX-8 Base/R3 (04-12), add as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T4, Mazda RX-8 Base/R3 (04-12), add as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

3. #27910 (John Heinricy) Request to add Toyota 86 GT to Spec Line
In T3, Toyota 86 (2017-), add as follows:
"Toyota 86*, GT* (2017-)"

In T4, Toyota 86 (2017-), add as follows:
"Toyota 86*, GT* (2017-)"

T3
1. #27442 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Weight as follows:
"DE Motor: ~~3225~~ *3275* HR Motor: ~~3275~~ *3325*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:
"The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A, Nissan Motorsports. Nissan heavy duty spring kit part #99996-65Z3OUS, Front sway bar max 37mm. Rear sway bar max 25mm. SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two ~~37mm~~ *42mm* flat plate restrictors required. ~~DE Engine: 57mm flat plate restrictor~~

~~required.~~ Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, change Weight as follows:
"DE Motor: ~~3275~~ *3325* HR Motor: ~~3325~~ *3375*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:
"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 allowed. HR Engine:
Two ~~37mm~~ *42mm* flat plate restrictors required. DE Engine: 57mm flat plate restrictor required. Zspeed and Z1 alternative clutch slave permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Weight as follows:
"~~3275~~ *3325*"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Two ~~37mm~~ *42mm* flat plate restrictors required. SPC Control Arms 72125 allowed. Max spring rate of 700 lbs/in front and rear. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Any swaybar up to 37mm front and up to 30mm rear allowed."

2. #27572 (Nic Piekarski) Request help for the GMX5
In T3, Mazda MX-5 Global Cup Miata (2016-), change Tire Size as follows:
"*Series spec tires: 215/610 R17 BF Goodrich G-Force Slick, 20/61-17 G-Force Wet-P2G or* 225 *DOT*"

In T3, Mazda MX-5 Global Cup Miata (2016-), change Notes as follows:
"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. ~~Tires must conform to the Touring rules.~~ Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop Mazda hardtop part #0000-07-5902- ND and #0000-07-5902-ND part #0000-07-5901 (discontinued DG Motorsports). If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed."

3. #27777 (Marshall Mast) Request for 05-10 Mustang GT Suspension Upgrades
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Notes as follows:
"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, ~~Ford Spring kit M-5300-Kmax~~ *spring rate of 500 lbs/in front, 300 lbs/in rear*, sway bars M-5490-A, damper kit M18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. Rear

Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed. An Aluminum driveshaft is allowed. Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201- S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Ford Racing part # M-2300-S permitted."

4. #27781 (ALI SALIH) Please Update the BMW SpecE46 Rules
In T3, BMW SpecE46, change Notes as follows:
"Must conform to all SpecE46 rules Version ~~2.6~~ *2.7*. 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.*"

5. #27864 (David Matheson) Request for 02-03 WRX Spec Line Parts
In T3, Subaru WRX (02-05), change Weight as follows:
"~~3350~~ *3250*"

In T3, Subaru WRX (02-05), change Notes as follows:
"*Following parts are allowed: 27mm max front and rear sway bar allowed, Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 2006-2007 WRX TR brakes allowed. 2004-2007 WRX STI brakes allowed +100 lbs.* 35mm TIR required."

T4
1. #27660 (Jared Lendrum) BRZ/FRS/86 Tire Size in T4
In T4, Subaru BRZ (13-16), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Scion FR-S (13-16), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Subaru BRZ (2017-), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Toyota 86 (2017-), change Tire Size (max) as follows:
"~~245~~ *225*"

2. #27739 (Brian Nelson) NC MX5 2006-2015 Spec Adjustment Request
In T4, Mazda MX-5 / Club Model (06-15), change Weight as follows:
"~~2625~~ *2550*"

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS
Morey Doyle vs. SOM COA Ref. No. 19-12-GL
December 10, 2019

FACTS IN BRIEF

Following the Sunday, October 27, 2019, Group 6 Regional race at the OVR Ohio Valley Autumn Classic XXXVIII at Mid-Ohio Sports Car Course, John Blanchard, driver of American Sedan (AS) #63, filed a Protest against Morey Doyle, driver of AS #27, for contact in violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road).

The Stewards of the Meeting (SOM) Corrine Carter, Hugh Laird, Jim Suhr, and Duane Harrington (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony, reviewed witness statements, and viewed video evidence.

The SOM determined Mr. Doyle violated GCR 6.11.1.D. (failure to complete a safe pass). The SOM imposed two penalties: move to last place in class in race Group 6, and probation for two road racing event weekends. The penalties resulted in three penalty points being assessed against Mr. Doyle's competition license.

Mr. Doyle appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Jack Kish (Chairman) met on November 21, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Morey Doyle, received November 13, 2019.
2. Official Observer's Report, including related documents, received November 13, 2019.
3. Full race video from Car #11, received November 13, 2019.
4. Video clip from Car #27, received November 13, 2019.
5. Email testimony from Duane Harrington, SOM Chairman, received November 19, 2019.

FINDINGS

In his appeal letter, Mr. Doyle argues he "was completing a safe pass" and maintained his racing line. To support his appeal, Mr. Doyle submitted video footage not available during the initial SOM hearing.

Mr. Doyle (AS #27) started behind Mr. Blanchard (AS #63) and alongside Jay Pistana (AS #34). At the green flag, both Mr. Doyle and Mr. Pistana moved up alongside Mr. Blanchard. The initial contact occurred on Lap 1, entering the Turn 1 braking zone. The three cars, Car #34 (Pistana), Car #27 (Doyle), and Car #63 (Blanchard), were abreast and in close proximity, with Car #27 in the middle. As Car #63 and Car #34 braked for the turn, Car #34 and Car #27 touched. Car #27 lost control, crossed in front of Car #34, spun across the track, went off driver's right, and was hit by Car #63.

Mr. Doyle's decision to continue the pass attempt further into the turn resulted in contact with Car #34 prior to completion of the pass. Per GCR 6.11.1.D., "The overtaking driver is responsible for the decision to pass another, and to accomplish it safely." The proximity of the cars on the first lap was a contributing factor in the incident. However, the video evidence provided by Mr. Doyle with his appeal is not sufficient to compel the COA to overturn the SOM's ruling.

The COA finds Mr. Doyle was responsible for a failed passing attempt that resulted in Mr. Blanchard being unable to complete the race. The SOM ruling and penalties were within the rules and authorities granted in the GCR.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Doyle'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

The Club Racing Board met by teleconference on January 7, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, and Shelly Pritchett, secretary. Also participating were: Chris Albin, Bob Dowie, Marcus Merideth, and Steve Strickland BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
F5
1. #28064 (Zachary Morvik) Parity Eval/Perf Adjustments and/or Methods
Thank you for your letter. The 600cc motorcycle engines have not received annual restrictor changes; the Club Racing Board last changed the restrictor size three years ago. Please see the response to letter #21020, January 2017 Fastrack Technical Bulletin. The change to a 28mm restrictor for the 2020 season is well-supported by rate-of-acceleration data obtained during the 2019 National Championship Runoffs. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FC
1. #28116 (Eric Purcell) Formula X and USF2000 car
Thank you for your letter. The Club Racing Board appreciates your comments.

FM
1. #28047 (Sitara Wilson) FM - FX Class letter 28044
Thank you for your letter. The Club Racing Board is tasked with looking after the overall health of all SCCA competition classes, and GCR section 9.1.13.A requires the CRB to annually review participation numbers for U.S. Majors and Runoffs classes. A class that does not maintain sufficient participation numbers has one year to improve its participation level. If the class fails to improve, it will either be incorporated into another class or be designated as a Regional-only class. Formula Mazda had insufficient participation numbers in 2018, but instead of improving the class's participation numbers continued to decline in 2019.

The process of incorporating an underperforming class into another class is the Club Racing Board's responsibility and does not involve a reclassification of an individual car or a recommendation of a rule change that must be approved by the Board of Directors, so the 30-day comment period described in

"The Rule Making Process" and "The Rule Making Flow Chart" was not applicable to Formula Mazda's incorporation into the FX class. However, Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

2. #28049 (Andrew Entwistle) Formula Mazda

Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

3. #28050 (Rodger Fussell) FM Move To FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

4. #28052 (Karl Markey) FX Class Formation

Thank you for your letter. Please see the responses to letters #28044, #28047, #28049, and #28050 in this Fastrack.

5. #28073 (Brad Yake) FM Reclassification

Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

6. #28092 (Bryan Saxe) FM Elimination

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

7. #28098 (John Goetsch) Reclassification of FM

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

8. #28104 (Paul Crabtree) Complaint About FM Reclassification
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

9. #28132 (Travis Renegar) Concerns and requests with recent FM/FX decision
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

10. #28155 (Randall Voorhies) Opposes changes to FM Class
Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

11. #28156 (Jarret Voorhies) Opposes FM to FX
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

12. #28167 (Terrance Carraher) Opposes FM into FX
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

P1
1. #28018 (Kevin Kloepfer) Sealed 2.0 and 2.3 Liter MZR Engine
Thank you for your letter. Regarding the sealed 2.0L MZR option, please see the response to letter #28046 in this Fastrack's Technical Bulletin. The sealed 2.3L option was eliminated following the 2017 season. Please see the responses to letter #22614, October 2017 Fastrack Technical Bulletin, and letter #23875, March 2018 Fastrack Technical Bulletin.

GCR
1. #27923 (Tim Linerud) Rain Lights on Non Formula and Sports Racing Cars?
Thank you for your letter. This change is to address a safety issue when racing in the rain and is a fairly simple modification to implement.

2. #27960 (SCCA Staff) Lap Records
Thank you for your letter. Current GCR language is adequate as written.

GT General
1. #25579 (Ron Randolph) Request to Add PCA Club Racing class GTB1 to SCCA T2
Thank you for your letter. No additional requested information has been supplied.

GT3
1. #27890 (Larry Hansen) Request for Nissan Engine Competition Adjustment
Thank you for your letter. Please see latest Fastrack.

2. #27897 (Jason Whitley) Request for Nissan Choke Adjustment
Thank you for your letter. This change is not recommended at this time. The CRB is investigating all 4V vs. 3V engine potential change.

3. #27946 (Chad Bacon) Restrictor Size Change Request
Thank you for your letter. Please see latest Fastrack.

Prod General
1. #27805 (Bill Lamkin) Against a Tire Box Rule
Thank you for your input. This is not a topic that is actively being discussed at the moment. If that were to change, member input will be requested.

T2-T4
1. #27377 (Harley Kaplan) Aftermarket ECU's
Thank you for your suggestion. We are looking at your suggestion closely and we are researching aftermarket ECUs and their future role in the touring classes.

Not Recommended
B-Spec
1. #27881 (Tony Roma) B-Spec Ballast Ideas
Thank you for your letter. The ballast rules are adequate as written.

F5
1. #28065 (Chuck McAbee) Fuel/Air Inlet Area
Thank you for your letter. The calculation of the disparity in the air inlet area of the 600cc motorcycle engines and two-cycle snowmobile-derived engines does not take into account the significant difference between the four-cycle and two-cycle cars' minimum weights. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

2. #28068 (Jay Novak) Modification to Letter #27664

Thank you for your letter. These changes are not recommended. The Club Racing Board recently adjusted the minimum weight and inlet restrictor of the 600cc motorcycle-engine cars, and the Board of Directors has also approved the use of external jetting devices on the two-cycle cars. Time needs to be afforded these changes to evaluate their effectiveness in promoting competition between the two platforms.

FM

1. #28106 (Melvin Kemper) Reinstate FM as a Stand Alone Spec Class, Per 2019 GCR 9.1.1.E Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The Club Racing Board is tasked with looking after the overall health of all SCCA competition classes, and GCR section 9.1.13.A requires the CRB to annually review participation numbers for U.S. Majors and Runoffs classes. A class that does not maintain sufficient participation numbers has one year to improve its participation level. If the class fails to improve, it will either be incorporated into another class or be designated as a Regional-only class. Formula Mazda had insufficient participation numbers in 2018, but instead of improving the class's participation numbers continued to decline in 2019.

The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

FV

1. #28126 (Thomas Galuardi) Request to Allow Any Rain Tire for Regional Racing.
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #26213 and #26220 in the March 2019 Fastrack Minutes.

GT General

1. #27856 (Jonathan Spiegel) Options for weight adders
Thank you for your letter. The non IRS cars that wish to run IRS in GTL are required to run the 2.5 weight addition.

GT2

1. #27961 (Craig Anderson) Request to Create Separate Spec Lines for Corvette Generations
Thank you for your letter. For Club Racing purposes the CRB feels the rules adequately cover the engine combinations as written.

GT3

1. #27879 (William Davis) Weight adjustment for disenfranchised GT2 cars (Pontiac)
Thank you for your letter. Change is not recommended until such time that the CRB decides to make additional allowances for all "disenfranchised GT2 cars".

EP
1. #27819 (Aaron Downey) Mazda RX3 - Rear Coil-Overs
Thank you for your letter. After much thought, it is believed that changing the type of spring/suspension is too against the core philosophy of the Production Category to be considered.

FP
1. #27612 (Keith Church) Request weight penalty for Mazda Miata
Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. The top four qualifiers were within half a second of the pole, were all under the track record, and were made up of three different classifications. Unfortunately, the top five qualifying non-Miata vehicles all suffered issues during The Runoffs race, which effected their finishing positions.

HP
1. #27729 (Dick Gagliardi) Request for Weight Adjustment for VW GTI and Scirocco Mk2
Thank you for your letter. Qualifying results, collected in-car data, trap speed data, and yearlong competition does not support this change.

2. #27853 (Mike Ogren) Please Add 100# to Early Honda
Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. Please also note that the top six non-Honda qualifiers at The Runoffs, four of whom started in the top five, all suffered an issue that effected its finishing position.

Prod General
1. #27977 (Mike Ogren) Please Modernize the Valve Lift Measurement Rule
Thank you for your letter. This is not a significant of enough issue to be worth forcing a large number of competitors to spend significant time and money to re-design their cam shaft(s), with little to no effect on class parity/performance. If the letter writer feels there are certain vehicles that would've benefited significantly enough from this allowance to gain a real and needed performance advantage, then the performance potential of those specific vehicles needs to be looked at individually.

2. #27981 (Mike Ogren) Request for Air Dam Rule Clean Up to Meet Current Tech Protocol
Thank you for your letter. The front splitter/air-dam rules and fender flare rules are adequate as written. Each are well defined individually, and it is the responsibility of the competitor to ensure that their vehicle is in compliance with each. How they chose to tie the two areas together must be done within the confines of these rules as they are written and must be able to pass the scrutiny of tech inspection. The PAC/CRB would like to remind competitors that although "the exterior contour of all wheel openings may be flared", this flaring "may not alter the basic body configuration or change the wheel opening size, location or shape when viewed from the side".

ST General

1. #27638 (Eric Heinrich) Request Traction Control clarification
Thank you for your letter. Traction Control is not permitted to be used in the ST classes.

STL

1. #26917 (Alan Cross) RX8 weight/plate adjustment
Thank you for your letter. The current RX8 Renesis powered STL cars are matched to the MZR 2.0L, without further data, we feel no changes should be made at this time. We will continue to monitor data and evaluate for possible adjustments in the future.

2. #27669 (Tom Fowler) Request for Parity
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

3. #27925 (Christopher Childs) Request for RX8 Parity
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

4. #27938 (Alan Cross) Regarding Letter Number 26917
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

5. #28105 (Alan Cross) Tabled Letter 26917
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

T1

1. #26492 (Randall Smart) Request to Classify Honda J35A4 Engine in GT3
Thank you for your letter. Touring 1 is moving away from classifications like this.

T2

1. #27770 (William Moore) Request to change 9.1.9.2 Touring (T2-T4) category specifications
Thank you for your letter. A rule change is not recommended at this time. Driver egress and safety may be compromised.

2. #28015 (Joe Aquilante) C5 BOP Post Runoffs
Thank you for your letter. As noted, recent changes have been made to these cars. We will continue to monitor the class and these cars.

T2-T4

1. #27431 (Stephen Blethen) Request for Ceramic Seals

Thank you for your letter. Modification of engine internals isn't consistent with the T4 class philosophy.

T3

1. #28051 (Ben Slechta) Nissan 350/370Z Tire Size

Thank you for your letter. The Balance of Performance (BOP) in a class like T3 is established using lap times, data reports, race finishes, and on-track experience. These processes have established that the 350z can be competitive with the 245 tire. There have also been recent changes made to the 350z that should have a significant effect on its performance. Race results and data will be needed before further changes are made.

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.

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors

In GCR, Section 9.1.9.2.D.6.a.6., add as follows:

"*In T2 only - Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter.*"

Taken Care Of

FA

1. #28017 (Bill Gillespie) Opposed to 31mm SIR Adjustment for Swift 016

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

2. #28021 (Larry Howard) Remove Proposed 31MM SIR and Reinstate the 1420lb Max Weight

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #27880, January 2020 Fastrack Technical Bulletin, and letter #26063, February 2019 Fastrack Technical Bulletin.

3. #28076 (Lee Alexander) Opposed to 31mm Restrictor for Swift 016 in FA

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

4. #28077 (Richard Zober) Swift 016 Rules Changes

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

FC

1. #28081 (Michael Devins) USF2000 in FX

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

FM

1. #28019 (Melvin Kemper) Opposed to Including FM In the Proposed Formula X Class

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

2. #28044 (Sitara Wilson) FM and FX Classes

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

3. #28096 (Todd McAllister) FM Class Change?

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

GCR

1. #27364 (David Arken) Road Racing Rules on Passing

Thank you for your letter. Racing Room Guidelines are being developed to address the items addressed in the request.

2. #27506 (Sydney Yagel) Radical Cup/SCCA Pro Path to Runoffs

Thank you for your letter. Radical Cup is currently approved in path to Runoffs, please see GCR 3.7.4.A.1.

Prod General

1. #28020 (Keith Church) Cam Lift Measurement

Thank you for your letter. Please see response to Letter #27977 in the current Fastrack.

T1

1. #26909 (THOMAS DEWITT) Request BoP for Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

2. #27578 (Don Van Nortwick) Over-Restricted Shelby FP350S

Thank you for your letter. Please see letter # 26662 in current Fastrack.

3. #27587 (THOMAS DEWITT) Request for Open Springs and Shocks on Ford Mustang FP350S T1-LP
Thank you for your letter. Please see letter # 26662 in current Fastrack.

4. #27588 (THOMAS DEWITT) Request for larger Restrictor on Ford Mustang FP350S T1-LP
Thank you for your letter. Please see letter # 26662 in current Fastrack.

5. #27703 (Touring Committee) Add OEM Shelby FP350S 5.2L to T1
Thank you for your letter. Please see letter # 26662 in current Fastrack.

6. #27926 (Christopher Childs) Request for Restrictor Change for FP350S
Thank you for your letter. Please see letter # 26662 in current Fastrack.

T3
1. #27311 (Michael Kritikos) Request to classify 2006-2012 BMW 330/328 E99/E92 chassis
Thank you for your letter. Please see letter 26663 in current Fastrack.

2. #27955 (Josh Smith) GMX-5 ND2 Cup Car
Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

3. #27956 (Josh Smith) GMX-5 BFG Tire
Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

What Do You Think
None.

RESUMES
None.

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

TECHNICAL BULLETIN

DATE: January 20, 2020
NUMBER: TB 20-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2020. 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. #28007 (American Sedan Committee) Rear Trailing Arms
In AS, Section 9.1.6.4.d.5., change as follows:
"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."

2. #28010 (American Sedan Committee) Weight reduction for cars running iron heads
In AS Spec Lines, Ford Full Prep Cars (GT-40 & GT-40P), change Notes as follows:
"~~150~~ *200* lb weight reduction."

In AS Spec Lines, General Motors full prep cars, change Notes as follows:
"~~150~~ *200* lb weight reduction."

3. #28226 (American Sedan Committee) 05-10 Mustang with HR cam classification
In AS, classify the 05-10 Ford Mustang Coupe GT as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Coupe GT HR 4.6L OHC (05-10)	*107.1*	*3.38, 2.00, 1.32, 1.00, 0.68*	*(F) 316/355 Vented Disc*	*3200*	*Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. 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*

Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder			*(R) 300 Vented Disc*		*greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio 10.0:1 max; cam lift at lobe .24" (intake and exhaust); .48" at valve (intake and exhaust). Camshaft lift tolerance .003 inches. K&N 69-3523KP cold air intake permitted. May use Ford Performance camshaft kit P/N M-6550-3V. May use flywheel/clutch as specified in the Full Prep American Sedan rules.*

4. #28227 (American Sedan Committee) 10-15 Camaro Full Prep classification
In AS, classify the 10-15 Camaro Full Prep as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet Camaro (10-15)	*112.3*	*2.95, 1.94, 1.34, 1.00, 0.73 Or 3.35, 1.93, 1.29, 1.00, 0.61,*	*12.2 x 1.27 Disc*	*3400 Over 313 CID 3700*	*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.*

B-Spec
None.

Formula/Sports Racing
F
1. #28029 (Formula/Sports Racing Committee) Update list of Formula Category Classes
In GCR section 9.1.1, make changes as follows:
"~~Formula 1000 (FB)~~"
"~~Formula Mazda (FM)~~"
"*Formula X (FX)"*

2. #28115 (Formula/Sports Racing Committee) FX class E&O
In GCR section 9.1.1.J.A, make changes as follows: "Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub ~~FB/F1000/FA~~*FA/F3/F1000).* The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not *have* be*en* constructed to existing class

formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula but are not running ~~insufficient~~ *in sufficient* numbers to warrant their own class."

In GCR section 9.1.1.J.B, make changes as follows:
"1. Formula Mazda – Shall comply with GCR 9.1.1.E (2019)
2. Formula 4 – Shall comply with FIA Formula 4 Technical Regulations (2015) *and all subsequent safety requirements as issued by the FIA and/or SCCA.*
3. USF2000 (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)
4. Pro Formula F2000 (tube frame) – Engine must be prepared to current FC rules except that ECU map and cams are unrestricted."

3. #28117 (Glen Thielke) Request to add data box mounting plate requirement to all FX cars
In GCR section 9.1.1.J, add a new section as follows:
"*K. All cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the racetrack. Contact AIM and their distributors for direct purchase.*"

FX
1. #28322 (Club Racing Board) Change to FX Table 1
In FX Table 1 Spec Line, change Pro Formula F 2000 Tube Frame notes as follows:
"Engine must be prepared to current FC rules. ~~Except that ECU map and cams are unrestricted. An air restrictor is not required.~~"

In FX Table 1 Spec Line, change USF2000 Tube Frame notes as follows:
"*Car must comply with FRP MAZDA MZR F2000 Technical Specifications (2018).* ~~Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety.~~"

P1
1. #28046 (Formula/Sports Racing Committee) Extend date for removing sealed DP02-spec 2.0L option by one year

In P1 Engine Table, Line F, make changes as follows:

P1 Engine Table						
Spec Line	**Engine Series**	**Max. Displ (cc)**	**Max. Valves / Cyl.**	**Req'd Restrictor**	**Min Weight (lbs)**	**Notes**
F	Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 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.
	~~Restricted 2.0L~~ Elan DP02-spec Mazda MZR			Elan Power Products DP02-60-013 manifold assembly with 47.6mm tracts. No modifications.		Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted. Sealed engine option will be removed effective 1/1/~~2020~~ *2021.*

GCR

GCR

1. #27929 (SCCA Staff) Update to accepted FAA medicals App C 2.1.A

In GCR Appendix C, section 2.1.A., change as follows:

"A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, ~~a completed Federal Aviation Authority medical form~~, *a valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed From (FAA 8700-2 Comprehensive Medical Examination Checklist)* ~~an FAA BasicMed form~~, or a complete NASA approved Medical Evaluation form."

Grand Touring

GT2

1. #27898 (Christopher DeShong) Request to Add Chevrolet SS Body to Appendix L

In GCR Appendix L, section 4.8.4.2.1, add the following:

"*All Stock Car bodies are being removed from GT2 in 2021.*"

In GCR Appendix L, section 4.8.4.2.1, change as follows and renumber:

"5. ~~Dodge Charger~~*Chevrolet SS*"

GTL

1. #27641 (Joe Harlan) Wing Mounting Upright Size

In GT Category Specifications, section 9.1.2.F.7.b.13., add the following effective 3/1/2020:

"*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."

Improved Touring
None.

Legends Car
None.

Production
1. #27934 (Ian Sullivan) Request for Help for Datsun 1200
In HP Spec Lines, Nissan/Datsun 1200, make changes as follows in Carburetor No. & Type:
"(1) 40 DCN, DCNF, IDF~~, 26mm choke(s) req'd.~~ *w/ 30mm choke(s), (2) auto type side draft w/ 30mm choke(s) on I.R. manifold.*"

Spec Miata
None.

Strategic Planning
None.

Super Production
None.

Super Touring
None.

Touring
T1
1. #24916 (Joel Baez) Request to include Subaru WRX/STI 02-18 in T1
In T1 Spec Lines, add Subaru WRX, WRX STI 2005-2020

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Subaru WRX, WRX STI 2005-2020	*2457 cc*	*3000*	*46*	*Alternate Turbo Permitted*	

2. #26662 (Thomas Dewitt) Request Ford Mustang FP350S T1-LP weight and restrictor change
In GCR, T1-LP Spec Lines, Ford Mustang FP350S (2017), change notes as follows:

"Serial number 1-~~50~~ *51* cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. ~~60mm~~ *70mm* flat plate restrictor. No other modifications permitted."

In GCR, T1-LP Spec Lines, Ford Mustang GT (15-17), change Weight as follows:
"~~3400~~ *3500*"

In GCR, T1-LP Spec Lines, Ford Mustang GT (15-17), change notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part#M-5490-E, Rear Toe Bearing part #M-5A460-M, Strut Tower Brace part# M-20201-M,Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Solid Subframe Bushings part #M- 5872-M, Dampers in Handling Pack part #M-18000-F, *OEM* Performance Package Brembo front BBK 380mm permitted at no weight penalty~~. at +100lbs~~. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. ~~70mm flat plate restrictor required.~~"
In GCR, T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), change Weight as follows:
"~~3400~~ *3500*"

In GCR, T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), change notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kitpart#M-5490-E, Rear Toe Bearing part #M-5A460-M, Strut Tower Brace part# M-20201-M,Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Solid Subframe Bushings part #M- 5872-M, Dampers in Handling Pack part #M-18000-F, *OEM* Performance Package Brembo front BBK 380mm permitted *at no weight penalty*~~ at +100lbs~~. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. ~~65mm flat plate restrictor required~~."

T1	**Maximum Displ.**	**Min. Weight**	**Required Restrictor**	**Engine Notes**	**Chassis Notes**
Ford Mustang/ Thunderbird	*5200 OEM*	*3500*	*75mm flat plate restrictor.*		*Aftermarket K members are permitted. OEM independent rear suspension is permitted.*

3. #27145 (Cheyne Daggett) Request to classify Ford Coyote 3rd Gen OEM
In GCR 9.1.9.1, Ford Mustang/ Thunderbird, make change as follows:
"5000 Coyote OEM (15-~~16~~ *17*)"

In T1 full prep Spec Lines, add Ford Mustang/Thunderbird:

T1	Maximum Displ	Min Weight	Required Restrictor	Engine Notes	Chassis Notes
Ford Mustang/Thunderbird	*5000 Coyote OEM (15-16 17)*	*3450*			*Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.*
	5000 Coyote OEM 18+	*3450*	*65mm Flat Plate*		*Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.*

4. #27276 (Miguelangel Aponte Rios) Request alternate dashboard
In T1 Spec Lines, BMW M3 E92 (08-13), add the following to notes:
"*Carbon Dash allowed with 25 lb penalty.*"

In T1 Spec Lines, BMW M3 E92 (08-13), add the following to notes:
"*Carbon Dash allowed with 25 lb penalty.*"

5. #27713 (Adrian Wlostowski) Request for Allowance of Coil Springs on Limited Prep C6 Corvette
In T1-LP Spec Lines, Chevrolet Corvette C-5 Incl. Fxd. Cpe (98-04) Z06 (hardtop) (01-04), add to Chassis Notes the following:
"*Leaf spring suspension may be converted to conventional coilover suspension in T1 only.*"

In T1-LP Spec Lines, Chevrolet Corvette C6 Coupe (05-10) Grand Sport (10-13), add to Chassis Notes the following:
"*Leaf spring suspension may be converted to conventional coilover suspension in T1 only.*"

In T1-LP Spec Lines, Chevrolet Corvette Z06 (06-12), add to Chassis Notes the following:
"*Leaf spring suspension may be converted to conventional coilover suspension in T1 only.*"

T2
1. #27971 (Kurt Rezzetano) 2015- Current Ecoboost Mustang
In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Weight as follows:
"~~3500~~ *3400*"

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Wheels as follows:
"~~18 x 11~~ *19 x 11*"
In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Notes as follows:

"~~44mm~~ *50mm* TIR required. Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part#UTCA064 permitted. Performance Package Brembo front BBK and 380mm one-piece rotors permitted (Ford PN M-2300-V) at ~~+100lbs~~. Optional: 6 speed automatic transmission (with paddle shifters)."

2. #28022 (Touring Committee) T2 Mustang
In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Wheels as follows:
"~~18 x 11~~ *19 x 11*"

In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Notes as follows:
"Solid Differential Bushingspart#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembofront BBK and 380mm rotors permitted (Ford PN M-2300-V) *at no weight penalty*~~+50lbs~~."

In T2 Spec Lines, Ford Mustang GT5.0L (2018-), change Notes as follows:
"Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at *no weight penalty* ~~+50lbs~~."

T2-T4
1. #27413 (Michael Pettiford) Please Switch the Solstice GXP as Specified in T2, to T3
In T3 Spec Lines, add T2 Spec information for Pontiac Solstice GXP Coupe / Convertible (07-09) with the following changes in Max Wheel Size:
"18 x ~~8~~ *9.5*"

In T3 Spec Lines, add T2 Spec information for Saturn Sky / Convertible (07-09) with the following changes in Max Wheel Size:
"18 x ~~8~~ *9.5*"

In T3 Spec Lines, add T2 Spec information for Saturn Sky / Convertible (07-09) with the following changes in Weight:
"~~3250~~ *3200*"

2. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4
In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

T3
1. #26663 (Michael Kritikos) 2006 BMW E90 330i Sedan Classification
In T3 Spec Lines, add BMW 330i 2006-2012:

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 330i 2006-2012	*85 mm x 88 mm 2996*	*2760*	*18 x 9*	*245*	*4.32, 2.46, 1.66, 1.23, 1.00, 0.85*	*3.15*	*330 f 336 r*	*3200*	*H&R #7049071490 allowed, 600 # springs allowed, 27mm front sway bar allowed, 24 mm rear sway bar allowed.*

2. #27658 (Jared Lendrum) Request for 2005 Subaru STI Changes
In T3 Spec Lines, Subaru WRX STI (03-07), change Tire Size as follows:
"~~275~~ *245*"

In T3 Spec Lines, Subaru WRX STI (03-07), change Weight as follows:
"~~3350~~ *3400*"

In T3 Spec Lines, Subaru WRX STI (03-07), change Notes as follows:
"~~The following parts are allowed: Phoenix Performance brake duct kit # IPBK01.~~ Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. ~~Racecomp Brake duct kit part #RCE-CFKBK is allowed.~~ Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. ~~35mm~~ *37mm* TIR required. ~~18x10 wheels allowed +100 lbs.~~"

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Weight as follows:
"~~3300~~ *3350*"

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Notes as follows:
"Up to 22mm front and 20mm rear sway bars allowed. Intercooler allowed. Max F/R spring rate 800 lb/in. ~~35mm~~ *37mm* Turbo inlet restrictor required. SPC- 67665 rear camber arm allowed."

3. #27700 (Matthew Fess) Request to Classify 2017 Ford Fiesta ST
In T3 Spec Lines, add Ford Fiesta ST:

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:
Ford Fiesta ST (2014-)	*1596*	*2490*	*17 x 9*	*245*	*3.72, 2.05 1.36, 1.03, 0.82, 0.69*	*3.82 (F) 280 (R)*	*254*	*2600*	Eibach 35143.880, or Ford racing suspension kit (part # TBA). Spool tuning part #FFISTWBM or Cobb Tuning rear motor mount part # 892001.Whiteline # KCA412. Front strut brace. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. *K&N # 57-2587 ALLOWED*

T4
1. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ
In T4, change Spec Lines as follows:
"Subaru BRZ*, BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:
"Scion FR-S*, 10 series* (13-16)"

2. #27906 (Michael Paramore) Request to Classify Chevy Sonic 1.4 In T4
In T4 Spec Lines, add the Chevrolet Sonic 2011+

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Sonic 2011+	*72.5 x 82.6 1364 cc*	*2525 mm*	*18 x 7.5*	*225*	*3.82, 2.05, 1.30, 0.96, 0.74, 0.61*	*3.65*	*Front: 276 Rear: 230 (drum)*	*2800*	*28mm TIR required. Eibach 38160.140 allowed. ZZP Part # ZZ-SNCRSB allowed. Front strut Brace allowed*

3. #28129 (Kenneth H Payson) Weight Change Request for 1999 Mazda Miata
In T4, Mazda MX-5 / Miata, 2001-2005, change the weight as follows:
"~~2450~~ *2400*"

In T4, Mazda MX-5 / Miata, 1999-2000, change the weight as follows:
"~~2450~~ *2400*"

Recommended Items – Effective February 01, 2020
The letters listed below were voted on by the BoD at the face to face meetings held at the National Convention on January 16, 2020. These rule changes will be effective on February 01, 2020.

B-Spec
1. #27686 (James Rogerson) Request for Automatic Transmission Inclusion
In GCR, section 9.1.10.E.9., make the following changes:
"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. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with OEM paddle shifters are acceptable.*"

2. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics
In GCR, section 9.1.10.E., add the following:
"*43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.*"

GCR
1. #27647 (James Rogerson) Request Passenger Seat replacement
In GCR, section 9.1.41., add the following:
"*A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events.*"

2. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car
In GCR Section 6.5.2.B.1., make changes as follows:
"The front row drivers must ~~be advised~~ not ~~to~~ pass the pace car."

3. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change
In GCR, section 4.5.1., make changes as follows:
"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement *(unless an annual waiver is on file at SCCA National Office)* before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:
"A. ~~An SCCA issued photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.

1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.
2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.

B. ~~The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible.~~ *Identification cards from any other organization will not be accepted.*

C. ~~Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region.~~ *A non-member or weekend member will be issued a paper pass or a wristband.*

~~D. Identification cards from any other organization, including civil authorities, will not be accepted.~~

~~E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID.~~"

GT General

1. #27323 (Todd Oppermann) Windshield Clips
In GCR section 9.1.2.F.6.c.1, add as follows:
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).*"

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors
In GCR, Section 9.1.9.2.D.6.a.6., add as follows:
"*In T2 only- Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter.*"

2. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z
In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear.*"

T4

1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang
In T4, Ford Mustang V6 (05-10), add to notes as follows:
"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes
In T4, Mazda3 (14-18), add to notes as follows:

"Any spring up to 800 lbs. front and 1000 lbs. rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank
In T4, GCR section 9.1.9.2.D.3.a.2., add the following:
"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir
In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:
"Allow Mazda header part number 0000-06-5407. 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.*"

5. #27892 (John Heinricy) Request for Replacement Clutches
In GCR, Section 9.1.9.2.D.i.5., change as follows:
"~~T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than *9*5% of the factory OEM clutch disc and pressure plate."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mauro Fauza vs. SOM COA Ref. No. 19-13-SE
December 5, 2019

FACTS IN BRIEF

Following the Saturday, November 2, 2019, Group 7 race of the 2019 American Road Race of Champions at Michelin Raceway Road Atlanta, Assistant Chief Steward (ACS) Russ Gardner filed a Chief Steward's Action (CSA) against Mauro Fauza, driver of Formula Continental (FC) #55, for a false start in violation of General Competition Rules (GCR) 6.5.2.B.1. (The Pace Lap). The CSA penalized Mr. Fauza two positions in class. Mr. Fauza protested the CSA.

The Stewards of the Meeting (SOM) John Fine, C Michael Powell, and Robert Mayes (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony, evaluated witness statements, and reviewed race control logs. After review, the SOM upheld the CSA and disallowed the protest. Mr. Fauza appealed their decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on December 5, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mauro Fauza, received December 3, 2019.
2. Official Observer's Report, including related documents, received December 3, 2019.

FINDINGS

Mr. Fauza provided no new evidence to support his appeal. The Group 7 race included multiple car classes; FC cars were segmented into a second group led by a second pace car. Mr. Fauza (FC #55) was the pole sitter in class. The appointed Start Judge reported FC #55 accelerated and was approximately one car length ahead of the second place FC car prior to the FC group's green flag. A second witness also described FC #55's acceleration prior the green flag. In his appeal, Mr. Fauza alleges the second-place starter slowed, and asserts, "As the pole setter [sic], my responsibility is to set the starting pace as I did." The COA notes Mr. Fauza did not raise his argument (second place car slowed) in his testimony before the SOM.

GCR 6.5.2.B.1. states, “Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the pole car will maintain the speed of the pace car before it pulled off track until the green flag.” The COA reviewed the Official Observer’s Report and available witness statements from the event and finds the SOM reached a reasonable conclusion when they determined FC #55 accelerated to a speed above that of the pace car prior to the green flag in violation of GCR 6.5.2.B.1. The penalty assessed by the SOM was within the rules and authorities granted in the GCR.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Fauza’s appeal is not well founded. His entire appeal fee will be retained by SCCA.

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 4, 2020
The Club Racing Board met by teleconference on February 4, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
B-Spec
1. #28125 (James Rogerson) Request to Classify Four Door Chevy Sonic Sedan
Thank you for your letter. Please refer to letter #27948 in the current Fastrack.

F
F5
1. #28185 (Jim Murphy) Request to clarify rule change procedure for F500 rear spoiler
Thank you for your letter. The Club Racing Board recommended this rule change in March 2018. Please see the response to letter #23870, April 2018 Fastrack Minutes. After the proper comment period, the Board of Directors approved the proposed change as recommended in its August 2018 meeting. Please see the response to letter #23870, October 2018 Fastrack Board of Directors Minutes. The rule change went into effect January 1, 2019.

FM
1. #28019 (Melvin Kemper) Opposed to Including FM In the Proposed Formula X Class
Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

FX
1. #28465 (Dale VandenBush) Question for FM/FX
Thank you for your letter. The Formula X class was not intended to be an "incubation" class created for the purpose of allowing included cars to potentially become separate U.S. Majors classes.

P1
1. #28198 (Keith Carter) Request more data input with data boxes
Thank you for your letter. The CRB appreciates the concern for collecting sufficient data for decision making. There are many factors that influence data collected at any given event; track configuration,

weather conditions, and most important entry list. For Major's events the entry list is reviewed and must represent a reasonable mix of engine platforms for data to be collected. The CRB will continue to monitor the entry lists and collect data where there is a reasonable expectation of good data being available.

2. #28400 (Michael Major) P1 Sealed 2.0L Engines
Thank you for your letter. Competitors have always had the ability to choose between running a DP02-spec sealed 2.0L engine without an inlet restrictor under Line F or an unsealed 2.0L engine with a 30mm SIR under Line G. Delaying the previously announced sunset date for the DP02-spec sealed engine option until 1/1/2021 does not affect a competitor's ability to run an unsealed 2.0L engine during the 2020 season.

GCR
1. #27871 (Jim Creighton) Windshield Clips/Straps
Thank you for your letter. The new rule is appropriate as written in 2020 GCR 9.3.55.

2. #28248 (C W Armbrust) F&C Licensing
Thank you for your letter. It has been forwarded to the specialty license division.

GT2
1. #28042 (Phillip Reith) Request to Reintroduce Rear Spoiler
Thank you for your letter. A rear spoiler has not been prohibited in GT2.

2. #28127 (Alex Phelps) In Regard to Letter #27570
Thank you for your letter. Please see letter # 28119 in current Fastrack.

3. #28180 (Jon Anderson) Request adjustments for C5 corvette (1997-2004)
Thank you for your letter. Please see letter # 27961 in February 2020 Fastrack.

GT3
1. #28183 (Mark Crellin) Request Nissan 200 SX Classification
Thank you for your letter. Car and engine are already classified in GT3.

Prod General
1. #27529 (Peter Jankovskis) Request all current BSpec cars be allowed to compete in HP
Thank you for your letter. The Production Advisory Committee (PAC) is committed to creating, managing, and balancing Production classifications and Production cars. The PAC does agree that every car actively being raced in B-Spec should have an available classification in Production. Effort has been made over the past several months to make the necessary additions to Production so that every make/model that was raced in BS at the 2019 Runoffs, now currently also has a Production classification that it could compete under. If there are any B Spec racers whose vehicle is still not included in Production, and they are interested in competing in Production, they are urged to send in a letter for Production classification. Please note that by running under a Production classification, the competitor is expected to compete to the 9.1.5 Production Category rules of the GCR.

Please also note the current existence of Production Category rule 9.1.5.B.5, which allows Improved Touring cars (a non-Runoffs eligible category) to compete in the Production class in which the same make and model car is classified, but wholly under the preparation, modification, and classification of their Improved Touring spec line and the Improved Touring rules.

2. #28245 (WILLIAM TRAINER) Metal Shims to Attain Compression
Thank you for your letter. It is believed that this would already be considered legal under the rule 9.1.5.E.1.m.1 and 9.1.5.E.1.m.1: "The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted."

Strategic
1. #26991 (Harley Kaplan) Time to change the show
Thank you for your letter. The CRB has been working closely with the committees to monitor and classify cars as required in each category. For 2020, the Runoffs qualification criteria have changed from "starts" to "finishes".

STL
1. #27816 (Jacob Clark) Request to Classify K20A
Thank you for your letter. The JDM and Euro K20s are STL legal with the use of the USDM intake manifold, 11.0:1 compression and 0.425 valve lift or the USDM OEM cam shaft. Aftermarket pistons are allowed in STL to achieve the 11.0:1 compression ratio.

STU
1. #27632 (Eric Heinrich) Request small displacement NA engines intake/tb
Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis.

T2-T4
1. #27901 (Raymond Blethen) Request to Restrict Jack Point Size
Thank you for your letter. We will monitor this situation and if it becomes a problem, we will make a change.

Not Recommended
B-Spec
1. #27718 (G. Brian Metcalf) Request to Allow All Base Model Mini Coopers in B-Spec
Thank you for your letter. Please refer to letter #27861 in the current Fastrack.

2. #27970 (Chris Salyer) Request for Mazda 2 Radiator
Thank you for your letter. The CRB does not recommend opening the radiator to any aftermarket part on the Mazda 2. When a cooling solution for the Mazda is identified with part numbers we will consider their inclusion.

FA

1. #28179 (Dudley Fleck) Request Inlet Restrictor change
Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FF

1. #28133 (Joseph Marcinski) Request new FF parts approval
Mr. Joseph Marcinski, Letter # 28133

Thank you for your letter of January 6, 2020 concerning an alternative piston, rings, wrist pin and valves for Formula F. Although your letter failed to designate what engine these parts were intended for, we will assume that it is the Ford Kent 1600 cross-flow.

First, your letter provides no detail concerning the Manley valve(s) you propose for use. No part number, drawings, part(s) or dyno comparison. It is not possible for this part to be evaluated on what has been submitted.

Be advised that JE submitted a request for approval of a piston on or about November 9, 2018 for the Ford Kent 1600 cross-flow engine through SCCA's letter system. That request included an engineering drawing of the piston, but did not include dyno comparison results or a sample part. It was further unclear to the FSRAC at that time, and to this day, whether JE has actually manufactured a piston or has simply produced a drawing and will produce such if asked to do so. The FSRAC recommended to the CRB that the request be denied. The CRB accepted that recommendation and published notice thereof in the January 2019 Fastrack. A follow-up inquiry was made by JE's Jim Irwin concerning the request and a response was provided by the FSRAC Chairman, David Locke, on February 1, 2019. The letter advised Mr. Irwin that the FSRAC did not see evidence of a need for an alternative Kent piston, but assuming that such need could be demonstrated a dyno comparison to the currently approved piston would be required. Locke welcomed further submission of dyno test results and a sample piston; to date JE has not made further inquiry or submission on this matter.

As you may or may not be aware, about twenty (20) years ago parts for the Kent engine were in very short supply and the quality of those available were questionable. Since that time members of the Formula F community have worked to produce parts, including a block, which have proven to be of good quality and provide a useful engine life many times that which existed previously. In the absence of a proven shortage of parts, or valid reason for approving "alternative" parts, we do not believe it prudent to introduce such into the stream of competition. Even "if" the proposed parts are dimensionally the same, differences in material composition and processing could result in a part that would not produce the same power or worse yet, longevity. It would at a minimum introduce a variable into the class that could result in "perceived" performance differences which we believe would have a negative impact upon its overall health.

Thank you for your continued support of Formula F and the SCCA.

P2

1. #28072 (GREG GYANN) No Assisted Shifting for FIA Group CN Cars in P2
Thank you for your letter. The Club Racing Board does not recommend this change. The Group CN spec line divides equipment into two categories: (1) certain listed components of the original FIA homologation that competitors are required to use; and (2) certain listed components permitted by the premier V de V Endurance Series that competitors are allowed to use. The shifting system is not one of the original FIA-homologated components that competitors are required to use, but assisted shifting is one of the components permitted by the V de V Endurance Series that competitors are allowed to use. The intent of the spec line is to allow CN cars to run in P2 as they run in the V de V Endurance Series, and to control the cars' performance in P2 by the use of an appropriately-sized flat plate intake restrictor, as determined by rate-of-acceleration data obtained by the SCCA. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

GT2

1. #28028 (Barry Boes) BOP of TA2 Cars in GT2
Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

2. #28069 (Brad McAllister) Request to Repeal the TA2/GT2 100lb Addition
Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

3. #28084 (Barry Boes) GT2 Super Tour Results
Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

GT3

1. #28097 (Jim Froula) GT3 Nissan Inlet Restrictors
Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/car combinations in class.

IT General

1. #27941 (chi ho) Request to Allow Removal of Mass Air Flow Sensor
Thank you for your letter. The CRB believes the rule is correct at this time but will continue to keep the request in mind for a review of the ITCS.

HP

1. #28228 (Mike Ogren) Request to measure Toyota push rod 2TC engine cam lift as raced
Thank you for your letter. This request is not recommended at this time. Factory valve clearances cannot be taken into account for every classification, nor is it believed that variances of this spec from car to car will have any effect on performance potential or class balance.

2. #28229 (Mike Ogren) Request to move the MR2 to FP
Thank you for your letter, but this request is not recommended at this time. No new knowledge has been presented to make performance potential expectations any different than originally believed. This classification has also not been campaigned enough to gather sufficient real world data, nor has it been campaigned at the highest levels and subject to thorough technical checks and investigation.

SM
1. #28283 (Nathan Klein) Hardtop Back Glass Substitution
Thank you for your letter. The SMAC investigated the suggested unavailability of this part and concluded the replacement glass is available through Mazda.

ST General
1. #27430 (Dale Shoemaker) Request for RX8 Window Framework Removal
Thank you for your letter. Current window removal rules are adequately written.

2. #27806 (Bill Lamkin) Strut Car Weight Reduction (Existing Rule) Question
Thank you for your letter. With the allowable STU suspension pick up point modifications, the CRB believes a front strut weight reduction is necessary. The CRB will continue to monitor performance.

3. #28188 (Eric Heinrich) Request to allow polycarbonate for sunroof replacement
Thank you for your letter. Sun roof replacement rules are adequate as written.

STL
1. #27459 (Robert Tanon) PWC TCA MX5 2.0 weight revision
Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

STU
1. #27458 (Robert Tanon) Request for PWC TC MX5 2.5 Weight Revision
Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

2. #27532 (Michael Kritikos) Request to Change Tire Section Width to Weight Based
Thank you for your letter. Current STU tire rules are adequately written.

3. #27620 (David Muramoto) Request to Classify Nissan 350Z in STU
Thank you for your letter. The Nissan VQ30 engine is eligible for STU.

4. #27630 (Eric Heinrich) Request small displacement NA engines need help
Thank you for your letter. The CRB does not believe STU small displacement engines need to be adjusted. The CRB will continue to monitor performance.

5. #27633 (Eric Heinrich) Request advanced aero changes
Thank you for your letter. Current advanced aero rules are adequately written.

6. #27634 (Eric Heinrich) Request a mid-engine placement adjuster
Thank you for your letter. The CRB does not believe STU mid engines chassis need to be adjusted. The CRB will continue to monitor performance.

7. #27635 (Eric Heinrich) Request FWD weight adjustment
Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

8. #27636 (Eric Heinrich) Request to fix the TIR chart errors
Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

9. #27644 (Christopher DeShong) Aftermarket Intake Manifolds and Throttle Bodies
Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis. Aftermarket throttle bodies are not within the STU class philosophy.

10. #28071 (Thomas Green) Request for STU Car Adjustment (Approved Turbo)
Thank you for your letter. Please refer to 9.1.4.1.H.5 the STU alternate turbo list.

T2
1. #27767 (William Moore) Request weight for automatic transmissions
Thank you for your letter. Recent changes to T2 have been made and we will continue to monitor the BOP in the class. Please Note, there is already a 100 pound penalty for the PDK.

2. #27919 (Ryan Szyjakowski) Request for E46 M3 Big Brake Kit
Thank you for your letter. There are already 2 options on this spec line. We feel that the current rules are complex enough and adding another option over-complicates the rules set.

T2-T4
1. #28036 (Chip Bailey) No Adjustable Shocks and Reduce Weight on the Mazda
Thank you for your letter. No change is recommended at this time. We will continue to monitor the class.

T4
1. #27876 (Derrick Ambrose) Request for 8 Inch Wide Wheels on FWD Cars
Thank you for your letter. The TAC likes to use race data to make changes to cars on a case by case basis. The current BOP in the class has been established using the current allowances for each of the cars that are classed. If a change is needed, we'd prefer to evaluate one car at a 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.

ST General

1. #28224 (SCCA Staff) Request to clarify wicker height
In ST, GCR section 9.1.4.D.4.d., add as follows:
"*Maximum allowable wicker height is 0.50 inches.*"

Taken Care Of

F

FF

1. #28134 (Eric Little) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

2. #28135 (Rick Hiland) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

3. #28136 (Sam Youngman) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

4. #28137 (Jay Ivey) Information for Formula Ford rules
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

5. #28140 (Charles Smith) Request new FF Parts Approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

6. #28141 (Paul Reineck) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

7. #28142 (John D'Addario) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

8. #28144 (Joe Fisher) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

9. #28146 (Blake Tennessen) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

10. #28147 (Keith Joslyn) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

11. #28148 (Paul Wilson) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

12. #28149 (James Adleberg) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

13. #28151 (Ed Little) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

14. #28152 (John Butt) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

15. #28154 (William Garrett) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

16. #28159 (Derek Holmes) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

17. #28161 (Douglas Fisher) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

18. #28163 (Raymond Boyer) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

19. #28164 (Wayne Nicolette) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

20. #28165 (Norman Marshall Jr) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

21. #28166 (Kevin Brumbaugh) Request alternate FF engine parts
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

22. #28170 (Chip VanSlyke) Request proposal for alternate parts for FF Kent Engine
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

23. #28172 (Mark Walthew) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

24. #28173 (Andy Paterson) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

25. #28174 (Stewart Paterson) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

26. #28178 (John Nesbitt) Request Formula Class Management
Thank you for your letter. The Club Racing Board appreciates your comments.

27. #28190 (Mike Agnifilo) Alternative FF piston and valve request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

28. #28191 (Samuel Eyer) Request new FF parts approval requested
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

29. #28192 (Roland Johnson) Opposes alternative FF Proposed parts
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

30. #28216 (Doug Learned) Opposes proposed new engine parts for FF (pistons and valves)
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

31. #28235 (Alan VanDeWeghe) Support for New FF Parts Approval Request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

32. #28270 (Mark Mervich) New Formula Ford Parts Request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

FM
1. #28207 (Bill Weaver) Please reconsider moving Formula Mazda into FX
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

2. #28208 (Stewart. Tabak) Request one-year probationary status for FM
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

3. #28209 (Jerry Dutch Schultz) Opposes FM Class Change
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full

year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

4. #28211 (Jim Mali) Opposes FM to FX
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

5. #28213 (Brad Drew) Request for 2020 Probation for FM as Stand Alone Class
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

6. #28215 (Derry O'Donovan) Request probation for FM
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

7. #28217 (Bruce Carpenter) Request 1 yr probation
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

8. #28219 (William Sturgeon) Please keep FM as a standalone spec class for 2020
Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low

participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

9. #28240 (Bruce Semler) Keep Formula Mazda as Own Group Please
Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

GT3
1. #28376 (Grand Touring Committee) Restore original Mazda specs to GT3 Spec Line
Thank you for your letter. Please see letter 28119 that has corrected the error in the GT3 Mazda MZR spec line.

EP
1. #27670 (Tom Fowler) Request for Parity
Thank you for your letter. Please see response to Letter #27662.

2. #27711 (Lance Loughman) Request for Competition Adjustment
Thank you for your letter. Please see response to Letter #27662.

3. #27807 (Bill Lamkin) Request to Not Slow the German EP Cars
Thank you for your letter. Please see response to Letter #27662.

HP
1. #27882 (Tony Roma) Idea to Make B Spec Cars More Attractive
Thank you for your letter. Please see response to letter #27529.

T2-T4
1. #28160 (David Mead) Request to clarify T4 and T3 Mustang spring rates
Thank you for your letter. These concerns were addressed in letters 27899 and 28238.

What Do You Think

SM

1. #28303 (Spec Miata Committee) Tire Limiting Process Proposal

The SMAC is requesting input from the SM community for the Tire Limiting Proposal. Please provide feedback though the letter log system by **Sunday, March 15.** http://www.clubracingboard.com/

Below is an outline of a theoretical process of how a tire limiting strategy might work.

Outline of Proposal:

1. Competitor comes to registration at beginning of the weekend to pick up their registration packet. In the registration packet with the tech sheet is a tire claim card and a tire claim sticker. The tire claim card and tire claim sticker will have a spot for the competitor to record or claim the serial number of (5) new or used tires to be used for all timed sessions on track throughout the race weekend. The serial number will be molded into the sidewall of the Hoosier tire form the factory.
2. Once competitor chooses which 5 tires they are choosing to run, they will record the 5 serial numbers on the tire claim card and the tire claim sticker.
3. The tire claim card and tire claim sticker need to be presented to tech with the standard tech form to receive a tech sticker for the weekend. Tech will take and keep the tire claim card on file. Tech will verify that the serial numbers on the tire claim card match the serial numbers on the tire claim sticker.
4. Competitor to place the tire claim sticker inside the rear windshield on the driver's side so that it may be viewed from outside the car by tech and will not be impacted by weather.
5. Competitor may only use claimed tires in all qualifying and race sessions throughout the event.
6. Practice sessions do not require the claimed tires to be used. Any tire may be used for practice sessions.
7. In the event of a flat spotted or damaged tire the competitor may replace the damaged tire with the 5th tire that they have claimed on the tire claim sheet with no penalty.
8. If a competitor needs to put a non-claimed tire on the car due to multiple tires being damaged, then they lose the times from the previous sessions which would then require them to start from the back for the next session.

Example 1 - You flat spot tires in Q1 and you need to put a non-claimed tire on the car you would lose your qualifying times for Q1 which would then require you to start from the back of Q2.

Example 2 - You flat spot tires in Race 1 and require a non-claimed tire to be put on the car for Race 2 then you would start at the back for Race 2, but would keep your finishing position from Race 1.

As with any new change in process and rules there can be both positive and negative impacts. We have outlined below a few positives and negatives we would like you to consider when evaluating your position on the need for a tire limiting strategy for Spec Miata Super Tour Events.

Positives:

- Reduced tire cost for all competitors who would normally use more than one set per weekend.
- Possible increased competitiveness for those who were not using multiple sets of tires per weekend.
- Reduced number of tires to be hauled to the track, mounted, stored, swapped, etc.

Negatives:

- Essentially requires a new set of tires for every event to be competitive.
- You would be penalized by no fault of your own for an on track incident. i.e. you get hit and spun.
- Opportunity to use multiple sets of used tires per weekend is not possible increasing the cost for competitors who normally manage their used tires for a race weekend.
- Additional requirements from tech and the volunteer community to implement a plan like this may not make it possible.
- Tire issues such as blistered tires or defective tires would leave you no recourse.
- Tire cost may increase (less than $5.00 per tire) to have the serial numbers molded into the tires.
- Could cause a safety issue if a competitor chooses to run a damaged or compromised tire rather than start at the back.
- Some competitors will likely use all 5 tires in a given weekend which could cause other to feel like they have to do the same to be competitive.
- Could impact the number of tires purchased at the track which might affect the support from tire suppliers.
- Could impact the number of tires sold by Hoosier for each event which could cause tire prices to increase in the future to make up for the loss in sales.
- Reduction of low heat cycle used tires that many front runners sell off to other racers trying to control tire costs.

Questions:

- Will the CRB/BOD support this plan?
- Will Hoosier support this plan?
- Can this be implemented at events outside of Super Tours, such as at Majors?
- Does it actually reduce tire costs?
- Is this what is best for the class given the survey results?
- Do the positives outweigh the negatives?
- Can tech support the logistics and implementation of the plan and effectively penalize?

Spec Miata Community:

The SMAC is now asking that competitors review the tire survey results and provide feedback on both the survey and the draft proposed tire limiting process. This feedback will be formally requested in the What Do You Think (WDYT) in the March 2020 Fastrack.

RESUMES

GT General

1. #28181 (Samuel Fouse) Resume for GT

Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

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

TECHNICAL BULLETIN

DATE: February 20, 2020
NUMBER: TB 20-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

American Sedan
None.

B-Spec
1. #27850 (Tony Roma) Request for Model Years Updating
In B-Spec, Chevrolet Sonic (12-16), update the year as follows:
(12-~~16~~ *19*)

In B-Spec, Fiat 500 (2012), update the year as follows:
(12 *-15*)

In B-Spec, Ford Fiesta 5dr Hatchback (11-16), update the year as follows:
(11-~~16~~ *19*)

In B-Spec, Ford Fiesta 4dr Hatchback (11-16), update the year as follows:
(11-~~16~~ *19*)

In B-Spec, Honda Fit (2015), update the year as follows:
(~~2015~~ *15-19*)

2. #27861 (G. Brian Metcalf) Request to classify Min Cooper models
In B-Spec, classify the (02-06) Mini Cooper Hatchback (R50) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper Hatchback	*77.0 x 85.8 1598*	*2466*	*4.10, 2.37, 1.56,*	*3.51*	*(F) 11.0 (R) 10.2*	*2545*	*KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, Bilstein B14 kit # 47-126916, Vorshlag Mini R50/53 Camber Plates & Perches allowed. Ride height measured from*

(R50) (02 - 06)			*1.17, 1.00*				*the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.*

In B-Spec, classify the (07-10) Mini Cooper Clubman (R55) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper clubman (R55) (07 - 10)	*77.0 x 85.8 1598*	*2547*	*3.21, 1.79, 1.19, 0.91, 0.78, 0.68*	*4.35*	*(F) 11.0 (R) 10.2*	*2545*	*L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.*

In B-Spec, classify the (12-15) Mini Cooper Coupe (R58) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper coupe (R58) (12 - 15)	*77.0 x 85.8 1598*	*2466*	*3.21, 1.79, 1.19, 0.91, 0.78, 0.68*	*4.35*	*(F) 11.0 (R) 10.2*	*2625*	*40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow*

							rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.

In B-Spec, classify the (11-15) Mini Cooper Clubman (R55) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper clubman (R55) (11 - 15)	*77.0 x 85.8 1598*	*2547*	*3.21, 1.79, 1.19, 0.91, 0.78, 0.68*	*4.35*	*(F) 11.0 (R) 10.2*	*2625*	*40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.*

In B-Spec, classify the (11-13) Mini Cooper Countryman (R60) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper countryman (R60) (11 - 13)	*77.0 x 85.8 1598*	*2595*	*3.21, 1.79, 1.19, 0.91, 0.78, 0.68*	*4.72*	*(F) 11.0 (R) 10.2*	*2625*	*40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.*

In B-Spec, classify the (11-13) Mini Cooper Paceman (R61) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper paceman (R61) (11 - 13)	*77.0 x 85.8 1598*	*2595*	*3.21, 1.79, 1.19, 0.91, 0.78, 0.68*	*4.72*	*(F) 11.0 (R) 10.2*	*2625*	*40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.*

3. #27947 (B-Spec Committee) remove fog lights
In B-Spec, GCR Section 9.1.10.E.42, change fog light wording as follows:
"~~Fog light holes may be completely covered.~~ Fog lamps may ~~not~~ be removed. *Fog light holes must be completely covered.*"

4. #27948 (B-Spec Committee) add sonic sedan
In B-Spec, classify the (12-19) Chevrolet Sonic 4dr Sedan as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Chevrolet Sonic 4dr Sedan (12-19)	*80.5 x 88.2 1796*	*2525*	*3.72, 1.96, 1.32, 0.94, 0.75*	*3.94*	*(F)10.8 (R) 9.0 drum*	*2650*	*32mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB.*

5. #28394 (B-Spec Committee) B-Spec Balance of Performance based on 2018 and 2019 seasons
Effective 05/01/2020, in B-Spec, Ford Fiesta 5dr Hatchback (12-19), make changes to the spec line as follows:
Wheelbase:
"~~98~~ *2490*"

Add to beginning of Notes:
"*36mm flat plate restrictor required.*"

Effective 05/01/2020, in B-Spec, Ford Fiesta 4dr Hatchback (12-19), make changes to the spec line as follows:
Wheelbase:
"~~98~~ *2490*"

Add to beginning of Notes:
"34mm flat plate restrictor required."

Effective 05/01/2020, in B-Spec, Honda Fit (09-12), make changes to the spec line as follows:
Wheelbase:
"~~98.4~~ *2500*"

Weight:
"~~2550~~ *2525*"

Effective 05/01/2020, in B-Spec, Honda Fit (15-20), make changes to the spec line Notes as follows:
"~~32mm~~ *30mm* flat plate restrictor"

Effective 05/01/2020, in B-Spec, Mini Cooper Hatchback (07-10), make changes to the spec line Notes as follows:
"Mini Cooper Hatchback *(R56)* (07-10)"

Wheelbase:
"~~97.1~~ *2466*"

Add to beginning of Notes:
"*40mm flat plate restrictor*"

Note from the CRB: After reviewing the performance of different cars across different regions in B Spec and after reviewing data based on track performance, trap speeds and dyno data, the Ford Fiesta, 2007-2010 Mini Cooper and 2015-2020 Honda Fit will get a small reduction in power. The 2009-2012 Honda Fit will receive a small weight reduction to help improve performance.

Formula/Sports Racing
FA
1. #28430 (Formula/Sports Racing Committee) FA weight correction/clarification
In FA Table 1 Engine Notes, change as follows:
"(only apply to Table 1~~ and Table E~~)"
In FA Table 2, change the Pro Formula Mazda engine column as follows:
"See Table 1 *for engine specifications*"

FF
1. #28443 (Formula/Sports Racing Committee) Update rain tire designation
In GCR section 9.1.1.B.10.e, change as follows:

"Wets:
Front-Hoosier Wet *or W3* Radial 44421 185/60R13
Rear-Hoosier Wet *or W3* Radial 44426 205/60R13"

FV

1. #28444 (Formula/Sports Racing Committee) Update rain tire designation
In GCR section 9.1.1.C.3.D, change as follows:
"The following rain tire is required:
Hoosier #44266
22.5 x 5.0 x 15 Hoosier WET *or W3* (rain)"

FX

1. #28415 (SCCA Staff) Request to remove tire marking language from FM
In FX, Formula Mazda, add to the notes as follows:
"*Marking tires is no longer required.* Car must comply with all December 2019 GCR Formula Mazda preparation rules found here: https://www.scca.com/downloads/48184-gcr-december-2019/download."

P2

1. #28247 (Greg Bell) Request for Fly by Wire Rule Wording Change
In GCR section 9.1.8.D.L.g, make changes as follows:
"Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire)~~-~~*:* Engines ~~utilizing~~*using* ~~stock~~ ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system."

PX

1. #28461 (Formula/Sports Racing Committee) Revise PX eligibility
In PX, GCR section 9.1.8.I.B, change as follows:
"~~12. Other like vehicles as submitted to the CRB for classification on a case by case basis~~"

GCR

GCR

1. #28442 (SCCA Staff) Appendix C - Fees clean up
In GCR Appendix C, 2.4 Additional Licensing Information make changes as follows:
"B. An applicant for any Permit or License who requests expedited processing *is subject to the current special handling fee found on the license application.* ~~must add an additional $125 to the license fee shown in Table 1.~~ The special handling fee guarantees a 24 hour business day turnaround and the License is returned via Federal Express."

In GCR Appendix C Table 1, FEE column, make changes as follows:
Replace the dollar figures in the FEE column with "*See Novice Permit or Competition License Application Form for current fees.*"

2. #28454 (SCCA Staff) 2.2.6 Unmanned Aircraft Systems - update language
In GCR 2.2.6 Unmanned Aircraft Systems, change as follows:

"~~Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.~~ *Subject to local venue rules and regulations and approval from the event organizer, unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must have proof of FAA certification and $10M of primary liability insurance naming SCCA and the Race Track as additional insureds. Recreational use of UAVs is prohibited.*"

Grand Touring
GT2
1. #28194 (Nathan McBride) Request 991.2 Porsche engine displacement verify typo
In GT2, Porsche 991.2 GT3 Cup Car, change engine displacement as follows:
"~~3.8L~~ *4.0L*"

GT3
1. #28119 (Sam Fouse) Error Regarding Mazda Engine Listing
In GT3, Mazda MZR L5-VE, Fuel Induction, change spec line as follows:
"~~Unrestricted~~ *31mm SIR*"

In GT3, Mazda MZR L5-VE, Weight, change spec line as follows:
"~~1950~~*2195*"

In GT3, Mazda MZR L5-VE, Notes, change spec line as follows:
"~~Limited to GT2 engine prep levels based on standard bore and stroke - no direct Injection.~~ *Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc.*"

In GT2 Engines - Mazda, classify the MZR/L5-VE engine as follows:

GT2 Engines -

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MZR/L5-VE	*DOHC*	*89.0*	*100.0*	*2488*	*Crossflow*	*4*	*Unrestricted*	*1950*	*Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc.*

GTL
1. #28243 (Grand Touring Committee) GTL wing end plates addition
In GTL, GCR section 9.1.2.F.7.b.13.A, change the GTL wing rules as follows:
"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 ~~must fit within a rectangle measuring 8.5 inches wide by 3.0 inches high.~~ *may be a maximum of 64 Sq. inches.* Endplates must be flat, with no curvature or Gurney tabs. A maximum 0.5-inch wicker-bill may be employed."

2. #28309 (Grand Touring Committee) Clarification to letter #27406
In GTL, Mazda Engines 12A Street Port, change weight as follows:
"~~2000~~ *1950*"

Improved Touring
ITS
1. #28272 (Tom Fowler) Request OEM hardtops for IT
In IT, GCR 9.1.3.D.8.f., change as follows:
"Convertible 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 line. Convertible models may compete with their respective OEM ~~hardtop~~ *or aftermarket hardtop that retains the OEM silhouette. Rear glass in such hardtops may be of automotive safety glass or polycarbonate material.*"

Legends Car
None.

Production
EP
1. #27662 (Kevin Koelemeyer) Request to Review Horsepower Parity
In EP, BMW Z3 2.5L, change notes as follows:
"Comp. Ratio limited to 12.0:1, Valve lift limited to .500". *To replace stock drive-by-wire throttle body, alternate throttle body from BMW 92-95 325i (part #13541748105) with Turner Motorsports adapter plate (part #TEN9990850) is permitted. 59mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body.* ~~Alternate throttle body from BMW 92-95 325i part number 13541748105 permitted only with Turner Motorsports adapter plate part number TEN9990850 to replace drive-by-wire throttle body.~~"

In EP, BMW Z3 2.8L (97-00), add to the notes as follows:
"Comp. Ratio limited to 12.0:1, Valve lift limited to .500". *59mm Flat Plate Intake Restrictor is required.*"

In EP, Porsche 944S2 (89-91), add to the spec line as follows:
Fuel Injected Equipped Throttle Body Inside Diameter - "*60mm*" stock
"Comp. Ratio limited to 12.0:1, Valve lift limited to .500", Dry sump is allowed. *56mm Flat Plate Intake Restrictor is required.* Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

2. #28058 (Charles Baader) E36 (92-95) Brakes Errors and Omissions
In EP, BMW 325is M-Technic (1994), change as follows:
Weight:
"~~2650~~ *2550*
*~~2716~~ *2614*
**~~2783~~ *2678*"

Brakes Std.
"(F) (12.4 x 1.1) *286* vented"

3. #28422 (Production Committee) Add Throttle Body Size these EP BMW Spec Lines
In EP, Fuel Injected Equipped Throttle Body Inside diameter, make changes as follows:
Add "*64*" as maximum inside diameter and delete any other wording.
BMW Z3 2.5L
BMW Z3 2.8L (97-00)
BMW Z4 (03-05)
BMW 328i/is E36 (96-99)
BMW 328i/ci E46 (01-06)
BMW 325i/is (E46) (01-06)
BMW 325i/is E-36 (92-95)
BMW 325is M-Technic (1994)

FP
1. #27886 (Chuck Mathis) VW Weight and Valve Size Request
In FP, Volkswagen models, delete the following spec lines: replace as follows:
"~~Volkswagen Jetta (includes GLI) (82-84)~~
~~Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible)~~
~~Volkswagen Rabbit 1588 (includes Cabriolet/Convertible)~~
~~Volkswagen Rabbit (includes Convertible) 1715 / 1780~~
~~Volkswagen Scirocco 1457/1471~~
~~Volkswagen Scirocco 1588~~
~~Volkswagen Scirocco 1715 /1780~~"

In FP, Volkswagen models, classify the following cars:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc (nominal)	Block Mat'l	Head /PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase (in.)	Track (F/R) (in.)
Volkswagen Jetta 82-84 (includes GLI)	*1*	*1783* *1853*	*4 Cyl SOHC*	*79.5 x 86.4* *81.0 x 86.4*	*1715* *1780*	*Iron*	*Alum*	*(I) 40.0 (E) 33.0*	*(1) 40 DCN, DCNF, IDF w/ 38mm choke(s), (2) auto-type side draft w/*	*94.5*	*58.9 / 57.2*

									34mm choke(s) on I.R. manifold, or fuel injection.		
Volkswagen Rabbit (Includes Convertible)	1	1520 1520 1663 1783 1853	4 Cyl SOHC	79.5 x 73.4 76.5 x 80.0 79.5 x 80.0 79.5 x 86.4 81.0 x 86.4	1457 1471 1588 1715 1780	Iron	Alum	(I) 40.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s), (2) auto-type side draft w/ 34mm choke(s) on I.R. manifold, or fuel injection.	94.5	58.9 / 57.2
Volkswagen Scirocco	1	1520	4 Cyl SOHC	79.5 x 73.4	1457	Iron	Alum	(I) 40.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s), (2) auto-type side draft w/ 34mm choke(s) on I.R. manifold, or fuel	94.5	58.9 / 57.2

									injection .		

FP	**Wheels (max)**	**Trans. Speeds (max)**	**Brakes Std. (mm)**	**Brakes Alt. (mm)**	**Fuel Injected Equipped Throttle Body Inside Diameter (mm)**	**Notes**
Volkswagen Jetta 82-84 (includes GLI)	*15 x 7*	*5*	*(F) 239 Disc (R) 180 x 30 Drum*	*(F) 239 Vented Disc*	*35 (primary) 52 (secondary)*	*Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103351BF, 026103265HX, 026103373G, AA, H, or F permitted.*
Volkswagen Rabbit (Includes Convertible)	*1457/1471/1588cc: 13 x 7* *1783/1853cc: 15 x 7*	*5*	*(F) 239 Disc (R) 180 x 30 Drum*	*(F) 239 Vented Disc*	*35 (primary) 52 (secondary)*	*Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103373G, AA, H, or F permitted. Factory roll bar must be removed on Cabriolet.*
Volkswagen Scirocco	*1457/1471/1588cc: 13 x 7* *1783/1853cc: 15 x 7*	*5*	*(F) 239 Disc (R) 180 x 30 Drum*	*(F) 239 Vented Disc*	*35 (primary) 52 (secondary)*	*Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103373G, AA, H, or F permitted.*

2. #28231 (Greg Amy) Request to classify Porsche 914 2L in LPrep FProd
In FP, classify the Porsche 914-4 2.0L (Prep 2), as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 914-4	*2*	*2030 * 2081 ** 2132*	*4 cyl OHV*	*94.0 x 70.9 (3.70 x 2.79)*	*1968 (120.1)*	*Alum*	*Alum*	*(I) 41.9 / (1.65) (E) 36.1 / (1.42)*	*(2) Solex 40 PII-4, (2) Weber 40 IDF, (2) Del'Orto 40mm, w/ 38mm choke(s), or fuel injection.*	*2451 (96.5)*	*57.0 / 58.2*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 282 (11.1) Disc (R) 285 (11.2) Disc*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Cylinder barrels of alternate material are permitted. A 2-stage dry sump is allowed, but it must be cam-driven only and mounted in the same location as the OEM oil pump.*

3. #28336 (Brian Frank) Request Ford Fiesta Weight Adjustment
In FP, Ford Fiesta (78-80), change weight as follows:
"~~1790~~ *1660*"

HP
1. #28085 (Jack Banha) Letter #27917
In HP, Volkswagen Rabbit 1588 (includes Cabriolet /convertible), spec lines, change Carburetor. No & Type as follows:
"(1) 40 DCN, DCNF *w/ 32mm choke(s)*, or fuel injection. ~~32mm choke(s) req'd.~~ *(2) auto type side draft(s) w/ 32mm chokes at 90lbs penalty.*"

In HP, Volkswagen Rabbit 1588 (includes Cabriolet /convertible), spec lines change Notes, as follows:
"Compression ratio limited to 11.5:1, Valve lift limited to .450". ~~(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969.~~ Mk2 VW front spindles, hubs and bearings are permitted."

In HP, Volkswagen Scirocco 1588, spec lines, change Carburetor. No & Type as follows:
"(1) 40 DCN, DCNF *w/ 32mm choke(s)*, or fuel injection. ~~32mm choke(s) req'd.~~ *(2) auto type side draft(s) w/ 32mm chokes at 90lbs penalty.*"

In HP, Volkswagen Scirocco 1588), spec lines, change Notes as follows:
"Compression ratio limited to 11.5:1, Valve lift limited to .450". ~~(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969.~~ Mk2 VW front spindles, hubs and bearings are permitted."

2. #28111 (G. Brian Metcalf) Request to Classify 2007 - 2013 Mini Cooper Convertible
In HP, Mini Cooper (02-06), changes as follows:
"*(includes convertible)*"

In HP, Mini Cooper (07-13), changes as follows:
"*(includes convertible)*"

In HP, Mini Cooper (05-08), delete the spec as follows:
"~~Mini Cooper Convertible (05-08)~~"

3. #28121 (James Bell) Allow HP Datsun 510 Under Level 2 to Utilize Datsun Z Brakes
In HP, Nissan/Datsun PL510, make changes to the spec line as follows:
Brakes:
"~~Factory Spec @ all 4 wheels.~~ *(F) 9.1 Disc (R) 9.0 Drum*"

Brakes Alt:
"*Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.*"

Notes:
"Compression ratio limited to 12.0:1, Valve lift limited to .450". (2) auto type side drafts w/ 32mm choke(s) on I.R. manifold allowed @ 2050 (*2101 **2153). ~~Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.~~"

4. #28337 (Brian Frank) Request Ford Fiesta Weight Adjustment
In HP, Ford Fiesta (78-80), changes weight as follows:
"~~1775~~ *1725*
* ~~1819~~ *1768*
** ~~1864~~ *1811*"

Prod General

1. #28195 (James Bell) Request to allow 40 DCOE carb for the Datsun 510
In HP, Nissan/Datsun PL510, make changes to the spec line as follows:
Carburetor No & Type:
"(1) 40 DCN ~~or~~, DCNF *w/ 32mm choke(s),* ~~. 32mm choke(s) req'd,~~ or (1) 36mm DCNVH. *(2) auto type side draft(s) w/ 32mm choke(s) on I.R. manifold @ 90lbs penalty.*"

Notes:
"Compression ratio limited to 12.0:1, Valve lift limited to .450". ~~(2) auto type side drafts w/ 32mm choke(s) on I.R. manifold allowed @ 2050 (*2101 **2153).~~ Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted."

Spec Miata

None.

Strategic Planning

None.

Super Touring

STL

1. #28342 (SCCA Staff) Request to add wheel part numbers
In STL, Mazda Spec MX5 Challenge, add wheel part numbers to the notes as follows:
"*0000-04-5706-GM, 0000-04-5706-SL*"

STU

1. #27694 (David Fiorelli) Please Modify the STU Wheel Size Rule for Clarity
In STU, GCR section 9.1.4.1.F.1., change base weight as follows:
"Vehicles over ~~2950~~ *2951* base weight may use a 9 inch wide wheel."

Note: Other requests in this letter are not recommended.

2. #28032 (Jose De Miguel) Turbo Engine Cars Base Weight
In STU, GCR section 9.1.4.1.H.6., change as follows:
"All turbocharged engines shall use a turbo inlet restrictor. Vehicle ~~minimum~~*base* weight is determined by TIR size selected from the following table. Turbocharged engines of greater than 2.7L displacement shall use the weight either as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater. Turbocharged engines utilizing Direct Fuel Injection (DI) shall increase their ~~minimum~~*base* weight by 3%."

Touring

T1

1. #27427 (James Gallagher) Request for E46 wagon with S54 engine in T1
In T1, BMW E46 M3 & E36 / BMW Z3, add models and change displacement as follows:
"BMW E46*, E46-*M3, E36, *E36-M3,* Z3"
"~~3200~~ *3250*"

Note: The wagon body is allowed. The BMW S54 engine is commonly thought of as a 3.2 liter engine, while its actual displacement is 3250cc.

T3

1. #28238 (Marshall Mast) Clarify 05-10 V8 Mustang Spring Rates Wording/Adjust Restrictor
In T3, Ford Mustang Coupe GT &Shelby GT 4.6L & Cal.Special (05-10), add to the notes as follows:
"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator#M-8005-S197, *maximum* spring rate of 500 lbs/in front, 300 lbs/in rear *allowed*, sway bars M-5490-A, damper kit M-18000-A."

2. #28288 (Touring Committee) Correct Touring 3 05-10 Mustang final drive
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal.Special (05-10) add final drive as follows:
"*3.31,* 3.55 or 3.73"

T4

1. #27848 (Derrick Ambrose) Request for 12-13 and 14-15 Honda Civic Springs
In T4, Honda Civic Si (12-13), make changes to the notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.~~*Transmission and Differential must be stock.* Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N 51410F23SA00) allowed. 47mm flat plate restrictor required. SPC Adjustable Control Arm - P/N 67466 permitted. Sway bars up to 32mm front and rear permitted. *Springs allowed up to 700 pounds.*"

In T4, Honda Civic Si (14-15), make changes to the notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.~~ *Transmission and Differential must be stock.* Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed. 47mm flat plate restrictor required. Camber plates permitted. Original wheels up to 18" maximum permitted. SPC Rear Adjustable Control Arm – P/N 67467 permitted. Sway bars up to 32mm front and rear permitted. *Springs allowed up to 700 pounds.*"

2. #27899 (David Mead) Request to Clarify T4 05-10 Mustang Spring Allowance
In T4, Ford Mustang V6 (05-10), add to the notes as follows:
"Any springs *max* F: 500 and R: 400 permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Pedro Prado vs. SOM COA Ref. No. 19-14-SE
February 6, 2020

FACTS IN BRIEF

Following the Sunday, December 1, 2019, Group 6 regional sprint race at Sebring International Raceway, Assistant Chief Steward (ACS) Pedro Prado filed a Chief Steward's Action (CSA) against Hartley MacDonald, driver of Formula S (FS) #127, for improving his position on the pace lap in violation of General Competition Rules (GCR) 6.5.2.C. (The Pace Lap). Mr. MacDonald protested the action.

The Stewards of the Meeting (SOM) Carrie Deleon, John Edridge, and Dennis Joyce (Chairman) met to hear and rule on the Protest. The SOM determined Mr. MacDonald had made "no inappropriate position improvement in accordance with GCR 6.1.1.B." The SOM upheld Mr. MacDonald's protest and overturned the CSA. Mr. Prado is appealing the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Laurie Sheppard (Chairman) met on January 30, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Pedro Prado, submitted December 5, 2019.
2. Official Observer's Report and related documents, received January 16, 2020.
3. Race Grid, Lap Chart, and Passings File, received January 16, 2020.
4. Comments from Chief Steward Leland Miller, received January 20, 2020.

FINDINGS

Mr. MacDonald qualified ninth of sixteen competitors in a mixed field of formula cars and prototypes. His car (FS #127) did not start when the group left the grid. He received a push start and joined the field at the rear. At the completion of the pace lap, FS #127 was ahead of three cars. After the race, ACS Prado informed Mr. MacDonald he would receive no points for the race based on a violation of GCR 6.5.2.C. (improving position on a Pace Lap). Mr. MacDonald protested ACS Prado's action.

The SOM reviewed Mr. MacDonald's onboard video and determined each of the cars following FS #127 to the green flag waved Mr. MacDonald by. The SOM determined Mr. MacDonald acted in accordance with GCR 6.1.1.B.

Mr. Prado, in his appeal letter, argued basing the decision on GCR 6.1.1.B. is not correct as the race had not started. Mr. Prado also alleges that since the three cars Mr. MacDonald passed continued to race, they did not meet the definition of a disabled car as described in the rules related to the Pace Lap.

GCR 6.1.1.B. (Yellow Flag/Double Yellow) states, "All stations will display double yellow flags for all pace and safety car laps." It concludes with, "cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.)". GCR 6.6.2 governs full course yellow procedures leading to a restart. GCR 6.6.1. redirects pace car procedures to GCR 6.5.2.B.1. Clearly, GCR 6.6.2. does not apply during pace laps. Rather, all pace laps prior to the Green Flag starting the race are governed by GCR 6.5.2.

GCR 6.5.2.C.3. permits passing "a car that is disabled and cannot keep the pace." It states, "The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line." The COA notes a driver approaching another vehicle which is slow, off line, and signaling with a raised arm may not know if the car is able to continue or not. This is even more of a challenge in low, open cockpit vehicles, where any signaling may be minimal due to the restrictions imposed by the driver's safety equipment.

Chairman Joyce reported via email, "cars passed on the pace lap signaled for Mr. MacDonald to pass them and/or pulled off course allowing him to pass." The COA reminds competitors that the above referenced GCR sections only permit passing under double yellow flag conditions when the car being passed has signaled they are disabled. A "point by" for reasons other than your car being disabled is not acceptable per the GCR.

The COA acknowledges Mr. Prado's appeal is delayed beyond the typical timeframe described in the GCR. Delays were encountered in obtaining the official Observer's Report and related documents, and the video viewed by the SOM was not retained and is unavailable. The Court notes GCR 5.12.1.B.1. states the Observer's Report shall be sent to the Road Racing Department "not later than 10 days" following the event and must include all information and evidence (including video and photographic evidence) pertaining to the actions taken.

The COA finds the procedural issues noted above are not sufficient to warrant overturning the SOM's decision.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Prado's appeal is well founded, and his entire appeal fee will be returned.

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 3, 2020

The Club Racing Board met by teleconference on March 3, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary John LaRue, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Chris Albin, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
FA
1. #28573 (William Wald) PM18 Additional Info
Thank you for your letter. Please see the response to letter #28507 in this Fastrack. The Tatuus PM-18 is a different car than the proposed Formula Mazda FMzR, and the Club Racing Board's recommendation regarding the FMzR in letter #27712 in the January 2020 Fastrack Minutes does not apply to the PM-18.

FX
1. #28307 (Dennis Sideri) Request to Allow FSV Cars in FX
Thank you for your letter. Please see the response to letter #28057 in this Fastrack's Technical Bulletin.

PX
1. #28039 (Stanley Clayton) Please Approve Additional Cars in New FX and PX Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

2. #28249 (Andres van der Dys) Request to Classify Radical SR8 in PX
Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

3. #28250 (Andres van der Dys) Request to Classify Radical RXC in PX
Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

4. #28405 (Jacek Mucha) In Reference to Letter 28403
Thank you for your letter. Please see the response to letter #28403 in this Fastrack.

5. #28445 (Andres van der Dys) PX class for Radicals and Wolfs
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

GCR

1. #28123 (Peter Watson) Recent Fastrack Items
Thank you for your letter. Per the Divisional Administrator for T&S, Section 6.10.1. is adequate as written and no further definition is required.

2. #28335 (Chris Rupnik) Request clarification of SFI belt certification
Thank you for your letter. Per GCR Section 9.3.18.E.1. SFI Certified belts expire on December 31st of the year of their expiration date.

3. #28482 (Paul Messier) Clarification of the start/end of impound
Thank you for your letter. Cars are technically considered in impound once they cross the Finish line after the Checkered Flag. They are then subject to the Impound Rules.

4. #28483 (Paul Messier) Request allowance for measuring tire pressure/temp during impound
Thank you for your letter. The CRB does not consider checking tire temperatures or pressures as working on a car.

5. #28496 (Allen Davis) Requirement for Rain Lights to be Turned On.
Thank you for your letter. It is within the Chief Steward/Race Director's power to request a board be run on Grid instructing drivers to turn on their rain lights.

GT2

1. #28257 (Lou Gigliotti) More on GT2 vs GT2 ST tire issue
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

2. #28334 (Craig Anderson) Request Corvette BOP between Corvettes
Thank you for your letter. The CRB will continue to monitor class performance.

3. #28361 (Tyler Kicera) Request for TA2 BoP
Thank you for your letter. The CRB will continue to monitor the performance of the class.

4. #28395 (Lou Gigliotti) Request for Ride Height Rule Merge
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

EP

1. #28502 (James Rogerson) Opposes z3 2.8 restrictor plate
Thank you for your letter. The performance potential of this vehicle will continue to be monitored, to ensure that its recent classification change still allows it to remain a viable option in the class. Competitors are encouraged to bring them out, so additional data can be collected.

Prod General

1. #28413 (David Stephens) Alternate Side draft Carburetor Intake Manifold (Prep 2)
Thank you for your letter. 9.1.5.E.2.b.7 is the governing rule for all intake manifolds for all Prep Level 2 vehicles, regardless of if the OEM piece or an allowed alternative is being used, unless otherwise specified on its spec line.

ST General

1. #26821 (Andrew Conner) Request to classify a 2006 E90 325 with S54 driveline
Thank you for your letter. The BMW E90 chassis and S54 engine are currently allowed in STU.

2. #28549 (Eric Heinrich) Re: #27532 tire widths - smart call, support response
Thank you for your letter.

STL

1. #28388 (Spencer Clark) Bumper Grille Removal
Thank you for your letter. Front bumper grills may be opened for ducting.

2. #28390 (Spencer Clark) Radiator Ducting
Thank you for your letter. Radiator grills may be modified to allow more air flow.

3. #28391 (Spencer Clark) Air Dam Mounting Clarification
Thank you for your letter. Air dams may be mounted between the splitter and bumper cover.

STU

1. #24146 (John Whitaker) Request classification of a RealTime Racing V6 TSX
Thank you for your letter. Car does not comply with the STU regulations in the current configuration.

2. #27013 (Eric Heinrich) Adapting Rules to Attract
Thank you for your letter.
3. #27735 (Jim Drago) Direct injection Penalties
Thank you for your letter. There is no change to the current TIR chart.

4. #27817 (Mark Liller) Request for Traction Control Systems
Thank you for your letter. Traction control is not legal in the Super Touring classes.

5. #28552 (Jim Drago) Request response to letter 27735
Thank you for your letter. Please see letter # 27735 in current Fastrack.

T1

1. #28040 (Chris Arbuckle) Clarification on 996 GT3 Cup in T1
Thank you for your letter. The 996 GT3 is allowed to run in T1. The "not allowed" wording only implies that the car isn't allowed to run that specific spec line. The car must run under the "Porsche 996 GT3 Cup (02-05)" spec line on page 625 of the February GCR.

T4

1. #28387 (Roldan de Guzman) BRZ/FRS/86 245 Section Width Tires in T4
Thank you for your letter. We'll continue to monitor the class.

Not Recommended

B-Spec

1. #28090 (Rob Piekarczyk) Request Cold Air Intake - 2011
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time. However, the committee will take this change under advisement as we consider future changes.

2. #28091 (Rob Piekarczyk) Request Weight reduction - 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

3. #28197 (James Rogerson) Request to review Mini and balance of power
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

4. #28312 (Rob Piekarczyk) Request for Help for 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

5. #28313 (Rob Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

6. #28314 (Rob Piekarczyk) Request for Weight Reduction for 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

F5

1. #28673 (Stanley Novak) Suggestion to save F500
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes.

2. #28677 (Stanley Novak) Request removal motorcycle engines in F500
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes and the response to letter #27883 in the January 2020 Fastrack Technical Bulletin.

FA

1. #28507 (William Wald) Request to classify PM-18 in FA
Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the FA class.

FF

1. #28221 (Chris Bologna) Request modification of Formula F bodywork rule
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #23681 in the Board of Directors' Minutes, March 2018 Fastrack.

P1

1. #28534 (Michael Major) Request change in MZR 2.0
Thank you for your letter. The Club Racing Board does not recommend this change. Removal of the required restrictor is not supported by the data: the P1 rules permit cars using a 2.0L engine to weigh 75 lbs. less than those using a 2.5L engine. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

P2

1. #28432 (Mike Reupert) Updating the Prototype 2 Engine Table
Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

PX

1. #28403 (Jacek Mucha) Request to Classify JMS016CP in PX
Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

2. #28516 (James Devenport) Request to add FIA Group CN cars to class
Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

GCR

1. #27868 (Eric Prill) Restart Procedures
Thank you for your letter. Due to the varying track configurations and the multiple class groupings, there is no one simple solution to the issue raised. 6.6.2.B. is for our conventional Road Racing rules, 5.5.5.A.4. & 5.5.5.C. are specific to Oval Track Racing and are not in conflict with 6.6.2.B.

GT2

1. #28122 (Craig Anderson) STO AERO Rule - Older Gen Corvette
Thank you for your letter. Aero and power to weight rules are adequate as written.

2. #28362 (Paul Fairchild) Move Porsche 2016 Factory Cayman GT4 Clubsport to GT3
Thank you for your letter. This car is not a good fit for GT3.

ITA

1. #28441 (Lawrence Murdter) Camber Adjustment for Miatas Running ITA
Thank you for your letter. The request does not align with the class philosophy of IT.

STL

1. #26621 (Darrel Stein) RX 7 Weight Reduction
Thank you for your letter. The CRB believes the car is classified correctly. The CRB will continue to monitor performance.

2. #28331 (Tom Fowler) Rear Camber Arms
Thank you for your letter. Current STL control arm rules are sufficient.

3. #28598 (Josh Smith) Request to Omit 9.1.11. SPEC MX-5 CLASS
Thank you for your letter. The CRB does not recommend removing Spec MX5 from STL at this time.

STU

1. #26957 (Eric Thompson) Alternate Turbo Allowance Modernization
Thank you for your letter. The requested turbo is outside the current STU turbocharger capabilities.

2. #27631 (Eric Heinrich) Request to adjust NA chart to graduated
Thank you for your letter. The current STU weight chart is sufficient as written.

3. #27843 (John Schmitt) Request for Honda NA K24 Intake Manifold
Thank you for your letter. The STU Honda K24 is competitive as classified.

T1

1. #27448 (Dave Mead) Change Miller Challenge Mustang Classification to Show 4.6/5.0L
Thank you for your letter. These changes are not recommended at this time

T2-T4

1. #28397 (Marshall Mast) T2-T3 2015+ Ford Mustang Ecoboost Rear Gear Ratio
Thank you for your letter. It appears that the requested gear ratio was only available on cars with an automatic transmission. We do not recommend a change 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

GT2

1. #28246 (Lou Gigliotti) Corvette Rule Change Issues
Thank you for your letter. The balance of performance between the various rule sets are competitive, the GTAC will continue to monitor performance and make adjustments as necessary.

GTL

1. #28027 (Kenneth Gassin) Request to Remove 27641 Until Better Language Can be Provided
Thank you for your letter. The 64 sq. inches was an error and has been "officially" corrected to read 84 sq. inches.

T1

1. #28451 (Tim Myers) Clarify ZERO Cars are Permitted Slicks Unless Specifically Noted
Thank you for your letter. Please see letter #28452 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28184 (Nathan McBride) Request to become CRB member
Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

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

TECHNICAL BULLETIN

DATE: March 20, 2020
NUMBER: TB 20-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
F
1. #28662 (Formula/Sports Racing Committee) Rain light E&O
In GCR section 9.3.32.B.2, change as follows:
"All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted ~~as high as possible~~ on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain."

FA
1. #28162 (JEREMY HILL) Request higher compression ratio and prior weights for F1000 cars
In FA Table 2, Formula 1000 spec line, change as follows:
"Motorcycle-based 4-cycle up to 1000cc, maximum compression ratio ~~13.5:1~~*14.5:1*; otherwise, current FA engine rules apply."

2. #28554 (Formula/Sports Racing Committee) Remove redundant wheel dimension provisions
In FA, GCR section 9.1.1.A.1.h, make changes as follows:
"The minimum wheel diameter is thirteen (13) inches. ~~Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars f~~*F*ront wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches."

3. #28596 (Formula/Sports Racing Committee) E&O Formula 3 spec line
In FA Table 2, Formula 3 car spec line, change as follows:
"Formula 3~~ car~~"
"All FIA compliant engines years 1997 to ~~2008~~*2017*. Engines must be run per FIA spec. with 30mm required restrictor."

FF

1. #28204 (Joe Fisher) E&O FF Kent Engine alternator language
In GCR section 9.1.1.B.12.r, change as follows:
"Generators/Alternators: ~~not required~~ *optional*."

FX

1. #28057 (Mark Green) Request to classify FSV in FX
In FX, GCR section 9.1.1.J.B, add the following:
"*5. Ex-Pro Formula Super Vee - Shall comply with notes in Table 1.*"

In FX Table 1, classify the Ex-Pro Formula Super Vee as follows:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Ex-Pro Formula Super Vee	*1600cc VW non-crossflow head or 1835cc VW*	*(F) 6 Min. (R) 8 Min.*	*See notes*	*Up to 5 forward gears, limited slip and locked differential allowed*	*1190*	*Car must be prepared to original professional racing rules. Engine must comply with GT engine preparation rules; no changes in bore and stroke. May use either Weber-type side draft carburetors with no restrictor or fuel injection with 37mm restrictor located between cylinder head and butterflies.*

In FA Table 2, remove Ex-Pro Formula Super Vee spec line in its entirety.

2. #28715 (Formula/Sports Racing Committee) Classify FormulaSPEED in FX
In FX, GCR section 9.1.1.J.B, add the following:
"*6. FormulaSPEED - Shall comply with notes in Table 1*"

In FX Table 1, classify the FormulaSPEED as follows:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula SPEED (FS2.0)	*2.0 Liter Mazda MZR*	*(F) 8 (R) 10*	*Adjustable dual rear main planes. Fixed front main plane, adjustable front winglets. Wings and bodywork are delivered with FS2.0 marking that must remain visible for scrutineering.*	*6 forward speeds and reverse with open differential. No lift shift system.*	*1350*	*Must use sealed ECU map and sealed engine, FS2.0 sealed Ohlins TTX dampers, spec three-piece FS2.0 wheels with FS2.0 logo, and spec FS2.0 intake manifold. No part of the car may be altered from FS2.0 original parts, except for repairs that do not affect performance. World Speed Inc. must provide complete specifications by 04/30/2020.*

In FA Table 2, remove FormulaSpeed2.0 (FS2.0) spec line in its entirety.

PX

1. #28404 (Formula/Sports Racing Committee) Classify approved cars in Table 1
In PX, GCR section 9.1.8.I.B, add the following:
"*12. Vehicles listed in Table 1 below.*"

In PX, GCR section 9.1.8.I, classify approved cars as follows:

Table 1

Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Radical	*SR8*	*RPE 2.7L V8*	*NA*	*1775*	
Radical	*RXC Spyder*	*Ford Ecoboost 3.5L V6 Turbo / RPE 2.7L V8*	*NA*	*2400*	
Radical	*RXC 600R*	*Ford Ecoboost 3.5L V6 Turbo*	*NA*	*2675*	

GCR

GCR

1. #28386 (Jim Rogaski) Change Required Stewards Rule to Reflect Alternate SOM Model
In GCR, change 5.1.1. as follows:
"At a minimum, there shall be a Race Director or Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chairman and one other licensed steward ~~in addition to any Stewards-in-Training~~ *unless the Alternate SOM Model (5.12.1.C.) is used).*"
2. #28470 (SCCA Staff) Request to clarify 9.3.32 Lights
In GCR section 9.3.32. Lights, change as follows:

1. "Non-Formula and Sports Racing cars shall utilize *the original equipment* red tail lights~~,~~ *or* the rain light described in 9.3.32.B.2, or both."

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."

3. #28471 (SCCA Staff) Request to clarify SA SA2010/SAH2010 expiration date
In GCR section 9.3.19.C.3.2, add wording as follows:
"Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. *Crash helmets with SA2010/SAH2010 certification will remain valid until December 31, 2021.*"

4. #28478 (SCCA Staff) Request to add SFI Spec 3.4 Advanced Drivers Suits
In GCR, section 9.3.19.C.1. change as follows:
The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.
"Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1*, SFI 3.4* or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label."

5. #28597 (SCCA Staff) Update Section 3 errors and omissions
In GCR section 3, make changes as follows:
"3. EVENTS

3.1. TYPES OF SCCA RACE EVENTS

The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Road Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S. Majors Tour is organized as series of events within six geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. Conference Events

Points earned in Conference races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), and qualification for the National Championship Runoffs (see 3.7.4). They may also count toward Divisional Championships (see 3.7.1).

There may be a non-Runoffs eligible component of an event.

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

2. Super Tour Events

Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), the Super Tour Championship (see 3.7.3) and qualification for the National Championship Runoffs (see 3.7.4).

3. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations. Points earned in Festival events do not count toward Conference Championships.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

C. Organizing Personnel

1. Head of ~~Club~~ *Road* Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.

2. Race Director (RD)

a. Appointed by Head of ~~Club~~ *Road* Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.

b. The RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.

c. The RD works with the event Stewards to conduct the event.

d. Only the RD in agreement with the Region's representative may modify the Supplemental Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.

e. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.

3. Series Administrator (SA)

a. Required for all Super Tours, optional for other Conference events.

b. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.

4. Series Chief Technical Inspector (SCTI)

a. Required for all Super Tours, optional for other Conference events.

b. The SCTI works with the CCC and event Technical Staff to provide consistent compliance checking across all the events in his Conference.

5. Series Timing Administrator

a. Required for all Super Tours, optional for other Conference events.

b. The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.

6. Series Public Relations Representative

a. Required for all Super Tours, optional for other Conference events.

b. The Series PR Representative provides communication and public relations support for the event.

7. Series Clerk of the Course

a. May be designated for Super Tours, optional for other Conference events.

b. The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.

8. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a ~~U.S. Majors Tour~~*Super Tour* event will enter into a written agreement with the National Office that details the responsibilities of both parties.

D. Event Format / Schedule

1. Conference Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions are encouraged to utilize these standard formats to retain program consistency.~~

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be a minimum of 45 miles. *The other race of the weekend* ~~Additional races on a weekend~~ shall be a minimum of 20 minutes in length.

c. Minimum track time

1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. *Two qualifying sessions are recommended.*

2. Three-day events shall have a minimum of 65 minutes of non-racing track time available per Majors class entry. *One practice and two qualifying sessions are recommended.*

2. Super Tour Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of ~~Club~~ *Road* Racing, who has final authority.

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be 35 minutes in length with a maximum of 50 miles (variations may be approved by the head of ~~Club~~ *Road* Racing and published in the supplemental regulations). *The other race of the weekend* ~~Additional races on a weekend~~ shall be a minimum of 25 minutes in length.

c. Minimum track time

1. Two-day events shall have a minimum *of two (2) qualifying sessions totaling at least* ~~of~~ 35 minutes of non-racing track time available per Majors class entry.

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

3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.

4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

E. Classes to be included in U.S. Majors Tour events:

1. All Runoffs-eligible classes will be included in Conference and Super Tour events.

2. Run groups comprised of non-Runoffs eligible classes may be included in U.S. Majors Tour Conference events to encourage participation.

F. Additional Majors Requirements:

1. Conference Preferred Numbers will be administered by the National office and shall be honored at all Majors events until 14 days prior to the event. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.

2. For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits 4 preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission.

a. All drivers listed on the final race results shall be consistent with the numbers included in the event audit.

b. When non-Runoffs eligible classes are included in Runoffs-eligible groups at Majors Conference events, the non-Runoffs eligible entries are treated as Majors entries and are

subject to the same event audit fees and must meet the driver eligibility requirement in GCR 3.1.1.B."

Grand Touring
GT2
1. #28280 (R. Paul Evans) Request to revisit Panoz GT-S BoP
In GT2, add to Engines - PANOZ as follows:

GT Engines - PANOZ								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
TA2 "Choice Engine"							*2880*	*May use the currently classified TA2 "Choice Engine" with any 5 speed "H" shift pattern transmission.*

2. #28583 (Grand Touring Committee) GT2-ST Corvette LS2 & L76
In GT2-ST, Chevrolet Corvette (-2019), change Spec Line as follows:

GT2-ST	**Maximum Displacement**	**Minimum Weight**	**Restrictor**	**Notes**
LS2	5967	3000	~~*70*~~ *75*mm flat plate	GM LS2~~*/L76.*~~ May use the LSX cast iron block with OEM LS2 bore and stroke.

3. #28584 (Grand Touring Committee) GT2-ST Corvette L76
In GT2-ST, Chevrolet Corvette (-2019), add to Spec Line as follows:

GT2-ST	**Maximum Displacement**	**Minimum Weight**	**Restrictor**	**Notes**
L76	*5967*	*3000*	*70 mm flat plate*	*GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.*

Improved Touring
None.

Production

1. #28498 (Omer Norton) Caterham 7 Spec Line
In EP, modify the "Notes" section of the "Lotus/Caterham 7 America" spec line as follows:
"~~Level 2 suspension preparation.~~ Engine is limited to IT preparation except modifications permitted in section*s* 9.1.5.E.2.e., *9.1.5.E.2.f, and 9.1.5.E.2.h.* ~~and f.~~ Comp. Ratio limited to 10.0: 1, Valve lift limited to .380"."

Note that the "Level 2 suspension preparation" limitation is already mandated by the fact that this is a "Prep Level 2" classified vehicle. Removal of that wording from the "Notes" section is purely due to redundancy, and not to change the allowed preparation.

FP

1. #28553 (David Montgomery) Request to classify SOHC 1989-90 240SX in F prod L2
In FP, Spec Line, add 1989-90 Nissan 240-SX SOHC:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 240-SX / S13	*2*	*2400 * 2460 ** 2520*	*4 Cyl SOHC (3 valve)*	*89.0 x 96.0 (3.50x3.78)*	*2389 (145.7)*	*Iron*	*Alum*	*(I) 34.0 / (1.34) (E) 40.0 / (1.57)*	*Fuel Injection*	*2474 (97.4)*	*1572/1567 (61.9/61.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 252 (9.9) Disc (R) 258 (10.2) Disc*		*stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

Spec Miata
None.

Super Touring
STL
1. #27884 (David Mead) Change GM LNF 2.0 Allowance to LSJ Engine for Viable STL 2.0
In STU, GM Ecotech LNF Spec Lines, add to Notes as follows:
"LNF Engine Permitted with turbocharger removed. *LNF Engine short block with LE5 cylinder head and intake manifold permitted.* Must meet all other STL specifications."

2. #28663 (Club Racing Board) Acura/Honda B18C engine chart. Reduce the current 54 mm flat plat
In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:
"~~54~~*53*mm"

3. #28664 (Club Racing Board) Mazda MZR engine chart. Reduce the current 55 mm flat plate to 53
In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:
"~~55~~*53*mm"

STU
1. #27281 (Matt Spicuzzi) Request to approve Honda S2000 HKS supercharger
In STU, Honda S2000 (2000 Maximum Displacement) Spec Lines, change notes as follows:
"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

In STU, Honda S2000 (2157 Maximum Displacement) Spec Lines, change notes as follows:
"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

2. #27637 (Eric Heinrich) Request BoP on the Lotus
In STU, Lotus Elise Cup R Spec Lines, change weight as follows:
"~~2200~~*2300*"

In STU, Lotus Elise SC/ LotusExige SC Spec Lines, change weights as follows:
"~~2200~~*2300*"
"~~2400~~*2500*"

3. #27704 (Joshua Fitzpatrick) Turbo Inlet Restrictor On MK5 Volkswagen
In STU, classify the Volkswagen GTI/GLI MK5 as follows:
"*May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification.*"

In STU, Volkswagen Jetta Mk4 Spec Lines, add to Notes as follows:
"*May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification.*"

In STU, add Spec Line, Volkswagen GTI/GLI MK5:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Volkswagen GTI/GLI MK5	*1984*	*Chart*	*K04 turbocharger permitted. May install TIR in the OEM turbo inlet housing. Must comply with all alternate TIR location specification.*

4. #27732 (SCCA Staff) Honda K20C1 removal
In STU, Honda K20C1 Turbo I4 Table A, change Notes as follows:
"~~36~~*35*mm"

5. #28259 (Tim Pitts) Alternate Engine for Porsche 944
In STU, classify the Porsche 944 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Porsche 944	*1800*	*Chart*	*VW/Audi 1.8L turbo engine permitted.*
Porsche 944	*2000*	*Chart*	*VW/Audi 2.0L turbo engine permitted.*

Touring
T1
1. #28153 (JAKE NAMER) Request 996 GT3 Trunk for Wing Allowance.
In T1, Porsche 996 Spec Lines, add to Chassis Notes as follows:
"*996 Cup Replica Rear deck lid allowed.*"

2. #28452 (Tim Myers) All Touring, Change DOT Tire Language 9.1.9.1, 9.3.45
In T1, Acura NSX Turbo World Challenge Spec Lines, add to Chassis Notes as follows:
"*DOT tires required as per GCR section 9.3.*"

In T1, Audi TTRS (GTS 2011 Spec) Spec Lines, add to Chassis Notes as follows:
"*DOT tires required as per GCR section 9.3.*"

T2
1. #28242 (Thomas Herb) Limit Changes to the 997.2 Porsche
In T2, Porsche 911 / 997 (06-08) Spec Lines, add to Notes as follows:
"*OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed.*"

In T2, Porsche 911 / Carrera S 997.2 (09-12) Spec Lines, add to Notes as follows:
"*OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed.*"

2. #28732 (Touring Committee) Correct T2 Mustang Transmission
In T2, Ford Mustang GT 5.0L (15-17) Spec Lines, change Gear Ratios as follows:
"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*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Amy vs. SOM COA Ref. No. 20-01-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, Mike Amy, Entrant for Spec Racer Ford 3 (SRF3) #38, driven by David Dickerson, filed a Protest against Brian Schofield, driver of SRF3 #61, alleging he "jumped the restart by going before the Green Flag was displayed."

The Stewards of the Meeting (SOM) Stu Cowitt and Matias Bonnier (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Schofield violated General Competition Rules (GCR) 6.6.2.B.1.iii. and 6.6.2.B.3.iii. (Full Course Yellow Procedures) by not maintaining the speed of the safety car prior to the green flag being displayed at start. The SOM penalized Mr. Schofield with a reprimand and one penalty point on his Competition License. Mr. Amy is appealing the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Laurie Sheppard, and James Averett (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Amy, submitted January 21, 2020.
2. Official Observer's Report and related documents, received February 6, 2020.
3. Videos from Car #23 and Car #38, received February 6, 2020.
4. Comments from SOM Chairman Matias Bonnier, received February 6, 2020.

FINDINGS

In his appeal, Mr. Amy does not dispute the facts or the SOM decision regarding the rules violations, but argues the penalty assessed was not sufficient. Mr. Amy provided no additional evidence.

The COA reviewed the original witness statements and video evidence and found Mr. Schofield, Car #61, was running first during a full course yellow segment of the SRF3 race. The safety car entered Pit Lane while Car #61 was still negotiating the final turn. Mr. Schofield accelerated continuously, well before the front straight and before the Starter was in sight. The next several cars also accelerated to stay with Mr. Schofield. The SOM determined Mr. Schofield violated GCR 6.6.2.B.1.iii. ("Maintain the speed of the

safety car coming down to a restart.") and 6.6.2.B.3.iii. ("Drivers must maintain the safety car's pace and not improve their position or begin racing until the green flag has been displayed to restart the race.").

The COA finds the SOM ruling was based on clear and convincing evidence, well-reasoned, and within the authority granted in the GCR. The penalty imposed is within the range of penalties allowed by GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Amy's appeal fee, less the administrative portion retained by the SCCA, will be returned.

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

JUDGEMENT OF THE COURT OF APPEALS
Richard Baldwin vs. SOM COA Ref. No. 20-02-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, two independent Protests were filed against Richard Baldwin, driver of Spec Racer Ford 3 (SRF3) #25, for violating General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). The first protest was filed by Alan Olson, driver of SRF3 #63, against Mr. Baldwin for failure to provide racing room which resulted in metal-to-metal contact at Turn 1 on Lap 1. The second protest was filed by Robert Reed, driver of SRF3 #03, who protested Mr. Baldwin for metal-to-metal contact at Turn 7 on Lap 1. In addition to the two Protests, Assistant Chief Steward (ACS) Dennis Joyce submitted a Request for Action (RFA) to investigate a multiple car incident at Turn 17 on Lap 3 of the SRF3 race.

The Stewards of the Meeting (SOM) Bob Gardner, Mark Russell, Lori Vitagliano, and Russ Gardner (Chairman) met to hear and rule on the Protests. The SOM chose to combine both Protests (Olson, SOM Action #7, and Reed, SOM Action #8) into a single hearing as both involved the same protested driver, Mr. Baldwin. Because the multi-car incident at Turn 17 (SOM Action #10) involved contact between Car #25 and Car #7, the RFA was added to the Protest hearing.

After hearing witness testimony, evaluating witness statements, and reviewing race videos, the SOM ruled Mr. Baldwin violated GCR 6.11.1.B. (Failure to leave racing room) and GCR 2.1.4. (Driving recklessly or dangerously) and issued him a six weekend probation and three penalty points against his Competition License. Mr. Baldwin is appealing the decision regarding the two Protests, Action #7 and Action #8.

DATES OF THE COURT

The Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Richard Baldwin, received January 31, 2020.
2. Official Observer's Report, including related documents, received February 6, 2020.
3. Action #7 race videos from Car #11, Car #25, Car #40, Car #63, and Car #64, received February 6, 2020.
4. Action #8 race videos from Car #03, Car #25, Car #40, and Car #64, received February 6, 2020.
5. Action #10 race videos from Car #03, Car #4, Car #11, Car #25, Car #64, and Car #92, received February 6, 2020.
6. Letter from CSOM Paul Gauzens, received February 9, 2020.

FINDINGS

Mr. Baldwin left the track before the SOM finalized its deliberations and he was notified by phone of the findings. A packet with notification of the actions, Mr. Baldwin's probationary license, and the 2020 Court of Appeals Guide was delivered by express carrier, signature required, on January 15, 2020. Conversations with the SOM at the track and a subsequent phone conversation left Mr. Baldwin with the incorrect impression he had 30 days to file an appeal. The COA recognizes this delayed submission of his appeal and accepts it.

Action #7

On the initial lap of the SRF3 race, approaching left hand Turn 1, Mr. Olson, Car #63, was next to the wall, driver's left. To his right and slightly ahead was Mr. Baldwin, Car #25, who had Car #64 to his right. As the trio approached the apex, Mr. Baldwin moved driver's left and his left rear made contact with the right front of Mr. Olson, forcing him into the wall, driver's left. Mr. Baldwin continued; Mr. Olson's car was disabled and pulled off track. Mr. Olson protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. (On Course Driver Conduct).

In the SOM hearing, Mr. Baldwin acknowledged the incident, but denied responsibility. Mr. Baldwin believed when he turned in for the corner, he had cleared Mr. Olson, and Mr. Olson should have backed off to allow the pass. GCR 6.11.1.B. states "Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters." The SOM upheld the Protest.

Action #8

On the initial lap of the SRF 3 race, a group of cars approached right hand Turn 7. Inside track right was Car #11, with Mr. Reed, Car #03, to his left, and Car #64 further left. Mr. Baldwin approached the group and filled the gap left of Mr. Reed and right of Car #64. Approaching the turn, Mr. Baldwin turned in, making side-to-side contact with Mr. Reed and forcing him driver's right into Car #11. The resulting contact damaged Mr. Reed's car, which was unable to continue. Mr. Reed protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. Mr. Baldwin acknowledged the incident to the SOM but denied responsibility. Mr. Baldwin agrees he turned in, but maintains he had already passed Mr. Reed and Mr. Reed should have backed off when the pass was initiated. The SOM upheld the Protest.

Mr. Baldwin declined to appeal the decision in Action #10, the RFA to investigate the multi-car incident in Turn 17 where he contacted Car #7. In the combined ruling on Action #7, Action #8, and Action #10, the SOM noted Mr. Baldwin made contact with 3 different cars in the first 3 laps of the race, resulting in two competitors being unable to continue. Because the SOM combined the three actions into a single hearing, the COA considered the totality of all actions as well, while noting only Action #7 and Action #8 were specifically included in Mr. Baldwin's appeal.

After a thorough review of the documentation and video evidence, the COA finds the SOM reached a responsible and thoughtful decision and issued a penalty within its authority, per GCR 7.2. (Range of penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Baldwin'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

CLUB RACING BOARD MINUTES | March 3, 2020

The Club Racing Board met by teleconference on March 3, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary John LaRue, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Chris Albin, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
FA
1. #28573 (William Wald) PM18 Additional Info
Thank you for your letter. Please see the response to letter #28507 in this Fastrack. The Tatuus PM-18 is a different car than the proposed Formula Mazda FMzR, and the Club Racing Board's recommendation regarding the FMzR in letter #27712 in the January 2020 Fastrack Minutes does not apply to the PM-18.

FX
1. #28307 (Dennis Sideri) Request to Allow FSV Cars in FX
Thank you for your letter. Please see the response to letter #28057 in this Fastrack's Technical Bulletin.

PX
1. #28039 (Stanley Clayton) Please Approve Additional Cars in New FX and PX Classes
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

2. #28249 (Andres van der Dys) Request to Classify Radical SR8 in PX
Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

3. #28250 (Andres van der Dys) Request to Classify Radical RXC in PX
Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

4. #28405 (Jacek Mucha) In Reference to Letter 28403
Thank you for your letter. Please see the response to letter #28403 in this Fastrack.

5. #28445 (Andres van der Dys) PX class for Radicals and Wolfs

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

GCR

1. #28123 (Peter Watson) Recent Fastrack Items
Thank you for your letter. Per the Divisional Administrator for T&S, Section 6.10.1. is adequate as written and no further definition is required.

2. #28335 (Chris Rupnik) Request clarification of SFI belt certification
Thank you for your letter. Per GCR Section 9.3.18.E.1. SFI Certified belts expire on December 31st of the year of their expiration date.

3. #28482 (Paul Messier) Clarification of the start/end of impound
Thank you for your letter. Cars are technically considered in impound once they cross the Finish line after the Checkered Flag. They are then subject to the Impound Rules.

4. #28483 (Paul Messier) Request allowance for measuring tire pressure/temp during impound
Thank you for your letter. The CRB does not consider checking tire temperatures or pressures as working on a car.

5. #28496 (Allen Davis) Requirement for Rain Lights to be Turned On.
Thank you for your letter. It is within the Chief Steward/Race Director's power to request a board be run on Grid instructing drivers to turn on their rain lights.

GT2

1. #28257 (Lou Gigliotti) More on GT2 vs GT2 ST tire issue
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

2. #28334 (Craig Anderson) Request Corvette BOP between Corvettes
Thank you for your letter. The CRB will continue to monitor class performance.

3. #28361 (Tyler Kicera) Request for TA2 BoP
Thank you for your letter. The CRB will continue to monitor the performance of the class.

4. #28395 (Lou Gigliotti) Request for Ride Height Rule Merge
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

EP

1. #28502 (James Rogerson) Opposes z3 2.8 restrictor plate
Thank you for your letter. The performance potential of this vehicle will continue to be monitored, to ensure that its recent classification change still allows it to remain a viable option in the class. Competitors are encouraged to bring them out, so additional data can be collected.

Prod General
1. #28413 (David Stephens) Alternate Side draft Carburetor Intake Manifold (Prep 2)
Thank you for your letter. 9.1.5.E.2.b.7 is the governing rule for all intake manifold's for all Prep Level 2 vehicles, regardless of if the OEM piece or an allowed alternative is being used, unless otherwise specified on its spec line.

ST General
1. #26821 (Andrew Conner) Request to classify a 2006 E90 325 with S54 driveline
Thank you for your letter. The BMW E90 chassis and S54 engine are currently allowed in STU.

2. #28549 (Eric Heinrich) Re: #27532 tire widths - smart call, support response
Thank you for your letter.

STL
1. #28388 (Spencer Clark) Bumper Grille Removal
Thank you for your letter. Front bumper grills may be opened for ducting.

2. #28390 (Spencer Clark) Radiator Ducting
Thank you for your letter. Radiator grills may be modified to allow more air flow.

3. #28391 (Spencer Clark) Air Dam Mounting Clarification
Thank you for your letter. Air dams may be mounted between the splitter and bumper cover.

STU
1. #24146 (John Whitaker) Request classification of a RealTime Racing V6 TSX
Thank you for your letter. Car does not comply with the STU regulations in the current configuration.

2. #27013 (Eric Heinrich) Adapting Rules to Attract
Thank you for your letter.

3. #27735 (Jim Drago) Direct injection Penalties
Thank you for your letter. There is no change to the current TIR chart.

4. #27817 (Mark Liller) Request for Traction Control Systems
Thank you for your letter. Traction control is not legal in the Super Touring classes.

5. #28552 (Jim Drago) Request response to letter 27735
Thank you for your letter. Please see letter # 27735 in current Fastrack.

T1
1. #28040 (Chris Arbuckle) Clarification on 996 GT3 Cup in T1

Thank you for your letter. The 996 GT3 is allowed to run in T1. The "not allowed" wording only implies that the car isn't allowed to run that specific spec line. The car must run under the "Porsche 996 GT3 Cup (02-05)" spec line on page 625 of the February GCR.

T4

1. #28387 (Roldan de Guzman) BRZ/FRS/86 245 Section Width Tires in T4
Thank you for your letter. We'll continue to monitor the class.

Not Recommended

B-Spec

1. #28090 (Rob Piekarczyk) Request Cold Air Intake - 2011
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time. However, the committee will take this change under advisement as we consider future changes.

2. #28091 (Rob Piekarczyk) Request Weight reduction - 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

3. #28197 (James Rogerson) Request to review Mini and balance of power
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

4. #28312 (Rob Piekarczyk) Request for Help for 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

5. #28313 (Rob Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

6. #28314 (Rob Piekarczyk) Request for Weight Reduction for 2009-2012 Honda Fit
Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

F5

1. #28673 (Stanley Novak) Suggestion to save F500
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes.

2. #28677 (Stanley Novak) Request removal motorcycle engines in F500
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes and the response to letter #27883 in the January 2020 Fastrack Technical Bulletin.

FA
1. #28507 (William Wald) Request to classify PM-18 in FA
Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the FA class.

FF
1. #28221 (Chris Bologna) Request modification of Formula F bodywork rule
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #23681 in the Board of Directors' Minutes, March 2018 Fastrack.

P1
1. #28534 (Michael Major) Request change in MZR 2.0
Thank you for your letter. The Club Racing Board does not recommend this change. Removal of the required restrictor is not supported by the data: the P1 rules permit cars using a 2.0L engine to weigh 75 lbs. less than those using a 2.5L engine. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

P2
1. #28432 (Mike Reupert) Updating the Prototype 2 Engine Table
Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

PX
1. #28403 (Jacek Mucha) Request to Classify JMS016CP in PX
Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

2. #28516 (James Devenport) Request to add FIA Group CN cars to class
Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

GCR
1. #27868 (Eric Prill) Restart Procedures
Thank you for your letter. Due to the varying track configurations and the multiple class groupings, there is no one simple solution to the issue raised. 6.6.2.B. is for our conventional Road Racing rules, 5.5.5.A.4. & 5.5.5.C. are specific to Oval Track Racing and are not in conflict with 6.6.2.B.

GT2
1. #28122 (Craig Anderson) STO AERO Rule - Older Gen Corvette
Thank you for your letter. Aero and power to weight rules are adequate as written.

2. #28362 (Paul Fairchild) Move Porsche 2016 Factory Cayman GT4 Clubsport to GT3
Thank you for your letter. This car is not a good fit for GT3.

ITA
1. #28441 (Lawrence Murdter) Camber Adjustment for Miatas Running ITA
Thank you for your letter. The request does not align with the class philosophy of IT.

STL
1. #26621 (Darrel Stein) RX 7 Weight Reduction
Thank you for your letter. The CRB believes the car is classified correctly. The CRB will continue to monitor performance.

2. #28331 (Tom Fowler) Rear Camber Arms
Thank you for your letter. Current STL control arm rules are sufficient.

3. #28598 (Josh Smith) Request to Omit 9.1.11. SPEC MX-5 CLASS
Thank you for your letter. The CRB does not recommend removing Spec MX5 from STL at this time.

STU
1. #26957 (Eric Thompson) Alternate Turbo Allowance Modernization
Thank you for your letter. The requested turbo is outside the current STU turbocharger capabilities.

2. #27631 (Eric Heinrich) Request to adjust NA chart to graduated
Thank you for your letter. The current STU weight chart is sufficient as written.

3. #27843 (John Schmitt) Request for Honda NA K24 Intake Manifold
Thank you for your letter. The STU Honda K24 is competitive as classified.

T1
1. #27448 (Dave Mead) Change Miller Challenge Mustang Classification to Show 4.6/5.0L
Thank you for your letter. These changes are not recommended at this time

T2-T4
1. #28397 (Marshall Mast) T2-T3 2015+ Ford Mustang Ecoboost Rear Gear Ratio
Thank you for your letter. It appears that the requested gear ratio was only available on cars with an automatic transmission. We do not recommend a change 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

GT2

1. #28246 (Lou Gigliotti) Corvette Rule Change Issues
Thank you for your letter. The balance of performance between the various rule sets are competitive, the GTAC will continue to monitor performance and make adjustments as necessary.

GTL

1. #28027 (Kenneth Gassin) Request to Remove 27641 Until Better Language Can be Provided
Thank you for your letter. The 64 sq. inches was an error and has been "officially" corrected to read 84 sq. inches.

T1

1. #28451 (Tim Myers) Clarify ZERO Cars are Permitted Slicks Unless Specifically Noted
Thank you for your letter. Please see letter #28452 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28184 (Nathan McBride) Request to become CRB member
Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

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

TECHNICAL BULLETIN

DATE: March 20, 2020
NUMBER: TB 20-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
F
1. #28662 (Formula/Sports Racing Committee) Rain light E&O
In GCR section 9.3.32.B.2, change as follows:
"All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted ~~as high as possible~~ on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain."

FA
1. #28162 (JEREMY HILL) Request higher compression ratio and prior weights for F1000 cars
In FA Table 2, Formula 1000 spec line, change as follows:
"Motorcycle-based 4-cycle up to 1000cc, maximum compression ratio ~~13.5:1~~*14.5:1*; otherwise, current FA engine rules apply."

2. #28554 (Formula/Sports Racing Committee) Remove redundant wheel dimension provisions
In FA, GCR section 9.1.1.A.1.h, make changes as follows:
"The minimum wheel diameter is thirteen (13) inches. ~~Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars f~~*F*ront wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches."

3. #28596 (Formula/Sports Racing Committee) E&O Formula 3 spec line
In FA Table 2, Formula 3 car spec line, change as follows:
"Formula 3~~ car~~"
"All FIA compliant engines years 1997 to ~~2008~~*2017*. Engines must be run per FIA spec. with 30mm required restrictor."

FF
1. #28204 (Joe Fisher) E&O FF Kent Engine alternator language
In GCR section 9.1.1.B.12.r, change as follows:
"Generators/Alternators: ~~not required~~ *optional*."

FX
1. #28057 (Mark Green) Request to classify FSV in FX
In FX, GCR section 9.1.1.J.B, add the following:
"*5. Ex-Pro Formula Super Vee - Shall comply with notes in Table 1.*"

In FX Table 1, classify the Ex-Pro Formula Super Vee as follows:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Ex-Pro Formula Super Vee	*1600cc VW non-crossflow head or 1835cc VW*	*(F) 6 Min. (R) 8 Min.*	*See notes*	*Up to 5 forward gears, limited slip and locked differential allowed*	*1190*	*Car must be prepared to original professional racing rules. Engine must comply with GT engine preparation rules; no changes in bore and stroke. May use either Weber-type side draft carburetors with no restrictor or fuel injection with 37mm restrictor located between cylinder head and butterflies.*

In FA Table 2, remove Ex-Pro Formula Super Vee spec line in its entirety.

2. #28715 (Formula/Sports Racing Committee) Classify FormulaSPEED in FX
In FX, GCR section 9.1.1.J.B, add the following:
"*6. FormulaSPEED - Shall comply with notes in Table 1*"

In FX Table 1, classify the FormulaSPEED as follows:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula SPEED (FS2.0)	*2.0 Liter Mazda MZR*	*(F) 8 (R) 10*	*Adjustable dual rear main planes. Fixed front main plane, adjustable front winglets. Wings and bodywork are delivered with FS2.0 marking that must remain visible for scrutineering.*	*6 forward speeds and reverse with open differential. No lift shift system.*	*1350*	*Must use sealed ECU map and sealed engine, FS2.0 sealed Ohlins TTX dampers, spec three-piece FS2.0 wheels with FS2.0 logo, and spec FS2.0 intake manifold. No part of the car may be altered from FS2.0 original parts, except for repairs that do not affect performance. World Speed Inc. must provide complete specifications by 04/30/2020.*

In FA Table 2, remove FormulaSpeed2.0 (FS2.0) spec line in its entirety.

PX

1. #28404 (Formula/Sports Racing Committee) Classify approved cars in Table 1
In PX, GCR section 9.1.8.I.B, add the following:
"*12. Vehicles listed in Table 1 below.*"

In PX, GCR section 9.1.8.I, classify approved cars as follows:

Table 1

Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Radical	*SR8*	*RPE 2.7L V8*	*NA*	*1775*	
Radical	*RXC Spyder*	*Ford Ecoboost 3.5L V6 Turbo / RPE 2.7L V8*	*NA*	*2400*	
Radical	*RXC 600R*	*Ford Ecoboost 3.5L V6 Turbo*	*NA*	*2675*	

GCR

GCR

1. #28386 (Jim Rogaski) Change Required Stewards Rule to Reflect Alternate SOM Model
In GCR, change 5.1.1. as follows:
"At a minimum, there shall be a Race Director or Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chairman and one other licensed steward ~~in addition to any Stewards-in-Training~~ *unless the Alternate SOM Model (5.12.1.C.) is used).*"
2. #28470 (SCCA Staff) Request to clarify 9.3.32 Lights
In GCR section 9.3.32. Lights, change as follows:

1. "Non-Formula and Sports Racing cars shall utilize *the original equipment* red tail lights~~,~~ *or* the rain light described in 9.3.32.B.2, or both."

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."

3. #28471 (SCCA Staff) Request to clarify SA SA2010/SAH2010 expiration date
In GCR section 9.3.19.C.3.2, add wording as follows:
"Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. *Crash helmets with SA2010/SAH2010 certification will remain valid until December 31, 2021.*"

4. #28478 (SCCA Staff) Request to add SFI Spec 3.4 Advanced Drivers Suits
In GCR, section 9.3.19.C.1. change as follows:
The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.
"Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1*, SFI 3.4* or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label."

5. #28597 (SCCA Staff) Update Section 3 errors and omissions
In GCR section 3, make changes as follows:
"3. EVENTS

3.1. TYPES OF SCCA RACE EVENTS

The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Road Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S. Majors Tour is organized as series of events within six geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. Conference Events

Points earned in Conference races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), and qualification for the National Championship Runoffs (see 3.7.4). They may also count toward Divisional Championships (see 3.7.1).

There may be a non-Runoffs eligible component of an event.

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

2. Super Tour Events

Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), the Super Tour Championship (see 3.7.3) and qualification for the National Championship Runoffs (see 3.7.4).

3. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations. Points earned in Festival events do not count toward Conference Championships.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

C. Organizing Personnel

1. Head of ~~Club~~ *Road* Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.

2. Race Director (RD)

a. Appointed by Head of ~~Club~~ *Road* Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.

b. The RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.

c. The RD works with the event Stewards to conduct the event.

d. Only the RD in agreement with the Region's representative may modify the Supplemental Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.

e. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.

3. Series Administrator (SA)

a. Required for all Super Tours, optional for other Conference events.

b. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.

4. Series Chief Technical Inspector (SCTI)

a. Required for all Super Tours, optional for other Conference events.

b. The SCTI works with the CCC and event Technical Staff to provide consistent compliance checking across all the events in his Conference.

5. Series Timing Administrator

a. Required for all Super Tours, optional for other Conference events.

b. The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.

6. Series Public Relations Representative

a. Required for all Super Tours, optional for other Conference events.

b. The Series PR Representative provides communication and public relations support for the event.

7. Series Clerk of the Course

a. May be designated for Super Tours, optional for other Conference events.

b. The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.

8. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a ~~U.S. Majors Tour~~*Super Tour* event will enter into a written agreement with the National Office that details the responsibilities of both parties.

D. Event Format / Schedule

1. Conference Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions are encouraged to utilize these standard formats to retain program consistency.~~

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be a minimum of 45 miles. *The other race of the weekend* ~~Additional races on a weekend~~ shall be a minimum of 20 minutes in length.

c. Minimum track time

1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. *Two qualifying sessions are recommended.*

2. Three-day events shall have a minimum of 65 minutes of non-racing track time available per Majors class entry. *One practice and two qualifying sessions are recommended.*

2. Super Tour Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of ~~Club~~ *Road* Racing, who has final authority.

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be 35 minutes in length with a maximum of 50 miles (variations may be approved by the head of ~~Club~~ *Road* Racing and published in the supplemental regulations). *The other race of the weekend* ~~Additional races on a weekend~~ shall be a minimum of 25 minutes in length.

c. Minimum track time

1. Two-day events shall have a minimum *of two (2) qualifying sessions totaling at least*~~of~~ 35 minutes of non-racing track time available per Majors class entry.

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

3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.

4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

E. Classes to be included in U.S. Majors Tour events:

1. All Runoffs-eligible classes will be included in Conference and Super Tour events.

2. Run groups comprised of non-Runoffs eligible classes may be included in U.S. Majors Tour Conference events to encourage participation.

F. Additional Majors Requirements:

1. Conference Preferred Numbers will be administered by the National office and shall be honored at all Majors events until 14 days prior to the event. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.

2. For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits 4 preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission.

a. All drivers listed on the final race results shall be consistent with the numbers included in the event audit.

b. When non-Runoffs eligible classes are included in Runoffs-eligible groups at Majors Conference events, the non-Runoffs eligible entries are treated as Majors entries and are

subject to the same event audit fees and must meet the driver eligibility requirement in GCR 3.1.1.B."

Grand Touring
GT2
1. #28280 (R. Paul Evans) Request to revisit Panoz GT-S BoP
In GT2, add to Engines - PANOZ as follows:

GT Engines - PANOZ								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
TA2 "Choice Engine"							*2880*	*May use the currently classified TA2 "Choice Engine" with any 5 speed "H" shift pattern transmission.*

2. #28583 (Grand Touring Committee) GT2-ST Corvette LS2 & L76
In GT2-ST, Chevrolet Corvette (-2019), change Spec Line as follows:

GT2-ST	**Maximum Displacement**	**Minimum Weight**	**Restrictor**	**Notes**
LS2	5967	3000	~~*70*~~ *75*mm flat plate	GM LS2~~*/L76.*~~ May use the LSX cast iron block with OEM LS2 bore and stroke.

3. #28584 (Grand Touring Committee) GT2-ST Corvette L76
In GT2-ST, Chevrolet Corvette (-2019), add to Spec Line as follows:

GT2-ST	**Maximum Displacement**	**Minimum Weight**	**Restrictor**	**Notes**
L76	*5967*	*3000*	*70 mm flat plate*	*GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.*

Improved Touring
None.

Legends Car
None.

Production

1. #28498 (Omer Norton) Caterham 7 Spec Line

In EP, modify the "Notes" section of the "Lotus/Caterham 7 America" spec line as follows:

"~~Level 2 suspension preparation.~~ Engine is limited to IT preparation except modifications permitted in section*s* 9.1.5.E.2.e., *9.1.5.E.2.f, and 9.1.5.E.2.h.* ~~and f.~~ Comp. Ratio limited to 10.0: 1, Valve lift limited to .380”."

Note that the "Level 2 suspension preparation" limitation is already mandated by the fact that this is a "Prep Level 2" classified vehicle. Removal of that wording from the "Notes" section is purely due to redundancy, and not to change the allowed preparation.

FP

1. #28553 (David Montgomery) Request to classify SOHC 1989-90 240SX in F prod L2

In FP, Spec Line, add 1989-90 Nissan 240-SX SOHC:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 240-SX / S13	*2*	*2400 * 2460 ** 2520*	*4 Cyl SOHC (3 valve)*	*89.0 x 96.0 (3.50x3.78)*	*2389 (145.7)*	*Iron*	*Alum*	*(I) 34.0 / (1.34) (E) 40.0 / (1.57)*	*Fuel Injection*	*2474 (97.4)*	*1572/1567 (61.9/61.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 252 (9.9) Disc (R) 258 (10.2) Disc*		*stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450”.*

Spec Miata
None.

Super Touring
STL
1. #27884 (David Mead) Change GM LNF 2.0 Allowance to LSJ Engine for Viable STL 2.0
In STU, GM Ecotech LNF Spec Lines, add to Notes as follows:
"LNF Engine Permitted with turbocharger removed. *LNF Engine short block with LE5 cylinder head and intake manifold permitted.* Must meet all other STL specifications."

2. #28663 (Club Racing Board) Acura/Honda B18C engine chart. Reduce the current 54 mm flat plat
In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:
"~~54~~*53*mm"

3. #28664 (Club Racing Board) Mazda MZR engine chart. Reduce the current 55 mm flat plate to 53
In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:
"~~55~~*53*mm"

STU
1. #27281 (Matt Spicuzzi) Request to approve Honda S2000 HKS supercharger
In STU, Honda S2000 (2000 Maximum Displacement) Spec Lines, change notes as follows:
"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

In STU, Honda S2000 (2157 Maximum Displacement) Spec Lines, change notes as follows:
"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

2. #27637 (Eric Heinrich) Request BoP on the Lotus
In STU, Lotus Elise Cup R Spec Lines, change weight as follows:
"~~2200~~*2300*"

In STU, Lotus Elise SC/ LotusExige SC Spec Lines, change weights as follows:
"~~2200~~*2300*"
"~~2400~~*2500*"

3. #27704 (Joshua Fitzpatrick) Turbo Inlet Restrictor On MK5 Volkswagen
In STU, classify the Volkswagen GTI/GLI MK5 as follows:
"*May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification.*"

In STU, Volkswagen Jetta Mk4 Spec Lines, add to Notes as follows:
"*May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification.*"

In STU, add Spec Line, Volkswagen GTI/GLI MK5:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Volkswagen GTI/GLI MK5	*1984*	*Chart*	*K04 turbocharger permitted. May install TIR in the OEM turbo inlet housing. Must comply with all alternate TIR location specification.*

4. #27732 (SCCA Staff) Honda K20C1 removal
In STU, Honda K20C1 Turbo I4 Table A, change Notes as follows:
"~~36~~*35*mm"

5. #28259 (Tim Pitts) Alternate Engine for Porsche 944
In STU, classify the Porsche 944 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Porsche 944	*1800*	*Chart*	*VW/Audi 1.8L turbo engine permitted.*
Porsche 944	*2000*	*Chart*	*VW/Audi 2.0L turbo engine permitted.*

Touring
T1
1. #28153 (JAKE NAMER) Request 996 GT3 Trunk for Wing Allowance.
In T1, Porsche 996 Spec Lines, add to Chassis Notes as follows:
"*996 Cup Replica Rear deck lid allowed.*"

2. #28452 (Tim Myers) All Touring, Change DOT Tire Language 9.1.9.1, 9.3.45
In T1, Acura NSX Turbo World Challenge Spec Lines, add to Chassis Notes as follows:
"*DOT tires required as per GCR section 9.3.*"

In T1, Audi TTRS (GTS 2011 Spec) Spec Lines, add to Chassis Notes as follows:
"*DOT tires required as per GCR section 9.3.*"

T2
1. #28242 (Thomas Herb) Limit Changes to the 997.2 Porsche
In T2, Porsche 911 / 997 (06-08) Spec Lines, add to Notes as follows:
"*OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed.*"

In T2, Porsche 911 / Carrera S 997.2 (09-12) Spec Lines, add to Notes as follows:
"*OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed.*"

2. #28732 (Touring Committee) Correct T2 Mustang Transmission
In T2, Ford Mustang GT 5.0L (15-17) Spec Lines, change Gear Ratios as follows:
"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*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Amy vs. SOM COA Ref. No. 20-01-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, Mike Amy, Entrant for Spec Racer Ford 3 (SRF3) #38, driven by David Dickerson, filed a Protest against Brian Schofield, driver of SRF3 #61, alleging he "jumped the restart by going before the Green Flag was displayed."

The Stewards of the Meeting (SOM) Stu Cowitt and Matias Bonnier (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Schofield violated General Competition Rules (GCR) 6.6.2.B.1.iii. and 6.6.2.B.3.iii. (Full Course Yellow Procedures) by not maintaining the speed of the safety car prior to the green flag being displayed at start. The SOM penalized Mr. Schofield with a reprimand and one penalty point on his Competition License. Mr. Amy is appealing the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Laurie Sheppard, and James Averett (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Amy, submitted January 21, 2020.
2. Official Observer's Report and related documents, received February 6, 2020.
3. Videos from Car #23 and Car #38, received February 6, 2020.
4. Comments from SOM Chairman Matias Bonnier, received February 6, 2020.

FINDINGS

In his appeal, Mr. Amy does not dispute the facts or the SOM decision regarding the rules violations, but argues the penalty assessed was not sufficient. Mr. Amy provided no additional evidence.

The COA reviewed the original witness statements and video evidence and found Mr. Schofield, Car #61, was running first during a full course yellow segment of the SRF3 race. The safety car entered Pit Lane while Car #61 was still negotiating the final turn. Mr. Schofield accelerated continuously, well before the front straight and before the Starter was in sight. The next several cars also accelerated to stay with Mr. Schofield. The SOM determined Mr. Schofield violated GCR 6.6.2.B.1.iii. ("Maintain the speed of the

safety car coming down to a restart.") and 6.6.2.B.3.iii. ("Drivers must maintain the safety car's pace and not improve their position or begin racing until the green flag has been displayed to restart the race.").

The COA finds the SOM ruling was based on clear and convincing evidence, well-reasoned, and within the authority granted in the GCR. The penalty imposed is within the range of penalties allowed by GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Amy's appeal fee, less the administrative portion retained by the SCCA, will be returned.

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

JUDGEMENT OF THE COURT OF APPEALS
Richard Baldwin vs. SOM COA Ref. No. 20-02-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, two independent Protests were filed against Richard Baldwin, driver of Spec Racer Ford 3 (SRF3) #25, for violating General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). The first protest was filed by Alan Olson, driver of SRF3 #63, against Mr. Baldwin for failure to provide racing room which resulted in metal-to-metal contact at Turn 1 on Lap 1. The second protest was filed by Robert Reed, driver of SRF3 #03, who protested Mr. Baldwin for metal-to-metal contact at Turn 7 on Lap 1. In addition to the two Protests, Assistant Chief Steward (ACS) Dennis Joyce submitted a Request for Action (RFA) to investigate a multiple car incident at Turn 17 on Lap 3 of the SRF3 race.

The Stewards of the Meeting (SOM) Bob Gardner, Mark Russell, Lori Vitagliano, and Russ Gardner (Chairman) met to hear and rule on the Protests. The SOM chose to combine both Protests (Olson, SOM Action #7, and Reed, SOM Action #8) into a single hearing as both involved the same protested driver, Mr. Baldwin. Because the multi-car incident at Turn 17 (SOM Action #10) involved contact between Car #25 and Car #7, the RFA was added to the Protest hearing.

After hearing witness testimony, evaluating witness statements, and reviewing race videos, the SOM ruled Mr. Baldwin violated GCR 6.11.1.B. (Failure to leave racing room) and GCR 2.1.4. (Driving recklessly or dangerously) and issued him a six weekend probation and three penalty points against his Competition License. Mr. Baldwin is appealing the decision regarding the two Protests, Action #7 and Action #8.

DATES OF THE COURT

The Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Richard Baldwin, received January 31, 2020.
2. Official Observer's Report, including related documents, received February 6, 2020.
3. Action #7 race videos from Car #11, Car #25, Car #40, Car #63, and Car #64, received February 6, 2020.
4. Action #8 race videos from Car #03, Car #25, Car #40, and Car #64, received February 6, 2020.
5. Action #10 race videos from Car #03, Car #4, Car #11, Car #25, Car #64, and Car #92, received February 6, 2020.
6. Letter from CSOM Paul Gauzens, received February 9, 2020.

FINDINGS

Mr. Baldwin left the track before the SOM finalized its deliberations and he was notified by phone of the findings. A packet with notification of the actions, Mr. Baldwin's probationary license, and the 2020 Court of Appeals Guide was delivered by express carrier, signature required, on January 15, 2020. Conversations with the SOM at the track and a subsequent phone conversation left Mr. Baldwin with the incorrect impression he had 30 days to file an appeal. The COA recognizes this delayed submission of his appeal and accepts it.

Action #7

On the initial lap of the SRF3 race, approaching left hand Turn 1, Mr. Olson, Car #63, was next to the wall, driver's left. To his right and slightly ahead was Mr. Baldwin, Car #25, who had Car #64 to his right. As the trio approached the apex, Mr. Baldwin moved driver's left and his left rear made contact with the right front of Mr. Olson, forcing him into the wall, driver's left. Mr. Baldwin continued; Mr. Olson's car was disabled and pulled off track. Mr. Olson protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. (On Course Driver Conduct).

In the SOM hearing, Mr. Baldwin acknowledged the incident, but denied responsibility. Mr. Baldwin believed when he turned in for the corner, he had cleared Mr. Olson, and Mr. Olson should have backed off to allow the pass. GCR 6.11.1.B. states "Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters." The SOM upheld the Protest.

Action #8

On the initial lap of the SRF 3 race, a group of cars approached right hand Turn 7. Inside track right was Car #11, with Mr. Reed, Car #03, to his left, and Car #64 further left. Mr. Baldwin approached the group and filled the gap left of Mr. Reed and right of Car #64. Approaching the turn, Mr. Baldwin turned in, making side-to-side contact with Mr. Reed and forcing him driver's right into Car #11. The resulting contact damaged Mr. Reed's car, which was unable to continue. Mr. Reed protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. Mr. Baldwin acknowledged the incident to the SOM but denied responsibility. Mr. Baldwin agrees he turned in, but maintains he had already passed Mr. Reed and Mr. Reed should have backed off when the pass was initiated. The SOM upheld the Protest.

Mr. Baldwin declined to appeal the decision in Action #10, the RFA to investigate the multi-car incident in Turn 17 where he contacted Car #7. In the combined ruling on Action #7, Action #8, and Action #10, the SOM noted Mr. Baldwin made contact with 3 different cars in the first 3 laps of the race, resulting in two competitors being unable to continue. Because the SOM combined the three actions into a single hearing, the COA considered the totality of all actions as well, while noting only Action #7 and Action #8 were specifically included in Mr. Baldwin's appeal.

After a thorough review of the documentation and video evidence, the COA finds the SOM reached a responsible and thoughtful decision and issued a penalty within its authority, per GCR 7.2. (Range of penalties).

DECISION

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

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

JUDGEMENT OF THE COURT OF APPEALS
Michael West vs. ACS COA Ref. No. 20-03-SW
March 19, 2020

FACTS IN BRIEF

Following the Saturday, February 8, 2020, Group 3 Hoosier Super Tour race at Circuit of the Americas, Spec Miata (SM) post-race impound included a visual inspection of the intake manifolds on the top three finishing cars. Two of the three cars' intake manifolds were identical. Class Compliance Chief (CCC) Tyrone Till determined SM #39's intake manifold may have been modified. He completed a Technical Inspection Report (TIR) and discussed his observation with Assistant Chief Steward (ACS) Roger Heyl.

ACS Heyl determined the car was not compliant with General Competition Rules (GCR) 9.1.7.C.1.j.1. (Intake Manifold) and disqualified Mr. Steyn from the Saturday race. Mr. Steyn accepted the penalty without protest, and Series Chief Technical Inspector Scott Schmidt retained SM #39's intake manifold.

Subsequently, information became available indicating the intake manifold from SM #39 was an unmodified stock Mazda part. Race Director Michael West appealed to overturn the penalty assessed to Mr. Steyn.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Pat McCammon, and Jack Kish (Chairman) met on March 5, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Michael West, received March 2, 2020.
2. Official Observer's Report and related documents, received March 2, 2020.
3. Witness Statement from Scott Schmidt, received March 2, 2020.
4. Witness Statement from Rick Harris, received March 2, 2020.
5. Witness Statement from Joshua Smith, Specialist, Mazda Motorsports Technical Development, received March 2, 2020.
6. Photos of the intake manifold from SM #39, taken by Rick Harris, received March 2, 2020.
7. Photo of a stock Mazda intake manifold, taken by Sam Henry, received March 2, 2020.
8. Witness Statement from Tyrone Till, received March 12, 2020.

FINDINGS

Race Director West is appealing a Chief Steward's Action (CSA) filed on his behalf by ACS Roger Heyl. While this scenario is unusual, the COA finds that per GCR 8.4.1. (Right to Appeal), "The Race Director or Chief Steward of an event has the right to appeal any decision or penalty imposed." Further, due to new, clarifying information received regarding the original action, it is appropriate to reopen the appeal window and allow Mr. West's appeal to be heard.

The COA acknowledges the inspections and subsequent actions taken by all parties at the Hoosier Super Tour event were authorized by the GCR and the decisions made were based on the information available to them at the time.

Following the event, Mr. Schmidt delivered SM #39's intake manifold to SCCA Road Racing Technical Manager Rick Harris, who examined and photographed the part. Per standard procedure, the pictures were forwarded to Spec Miata Advisory Committee Chairman Sean Hedrick and Club Racing Board (CRB) liaison, Sam Henry. Mr. Henry compared the photo to a stock manifold in his own shop and discovered the appearance of the part was identical. Mr. Henry photographed the stock manifold and sent the photos to Mr. Harris.

Mr. Harris forwarded the photos of the confiscated part and the stock intake manifold from Mr. Henry's shop to Joshua Smith at Mazda Motorsports. After discussion with Mr. Harris, Mr. Smith investigated and found "there are variations in the manufacturing on the Mazda Miata NB intake manifolds." Mr. Smith concluded it was unlikely SM #39's intake manifold was altered. Mr. Harris agreed and notified Mr. West of their findings, prompting Mr. West to appeal.

The COA finds the basis for the penalty against Mr. Steyn is refuted. As such, the penalty itself must be overturned, and Mr. Steyn's disqualification is removed. His finishing position is restored and all prizes, awards, and points will be reinstated.

DECISION

The COA overturns the CSA penalty in its entirety. Mr. West's appeal is well founded, and his entire appeal fee will be returned.

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

Club Racing Board

CLUB RACING BOARD MINUTES | March 31, 2020

The Club Racing Board met by teleconference on March 31, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
B-Spec
1. #28013 (Chris Taylor) Request for Rules Clarification
Thank you for your letter. After review the committee agrees that the rules as written are clear. It clearly states that the body (in this case the strut tower) is allowed to be modified. From 9.1.10.35 - "Modifications to the top of the strut tower may be made to allow for camber adjustment only."

2. #28503 (James Rogerson) Opposes BoP by Runoffs
Thank you for your letter. The decision was not based on only runoffs results it was also based on data from previous races and results. Data collected during the season will be used to make future adjustments.

3. #28505 (Conner Kelleher) Request to remove 11-13 Mini Cooper Restrictor Plate
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

4. #28509 (James Rogerson) Old PWC Parts Packages
Thank you for your letter. This is counter to how the class works. Current availability is not required for parts to be legal.

PX
1. #27216 (Mike McAleenan) Request to Add SL-C as Approved Car
Thank you for your letter. A spec line for the Superlite SL-C will be added to PX Table 1 after the Club Racing Board receives the necessary specifications, provided the car meets the requirements of GCR section 9.1.8.B. The Formula/Sports Racing Committee will forward a list of the specifications to be supplied by the letter writer through the CRB letter log system.

2. #28037 (Vincent Vavrosky) Request to Classify ASR Diasio in PX
Thank you for your letter. The Club Racing Board is uncertain as to which car this request refers. Please clarify through the CRB letter log system which car you are asking to have classified.

3. #28251 (Andres van der Dys) Request to Classify Wolf GB08 in PX
The Wolf GB08SM equipped with a naturally-aspirated Honda K24 2.4L engine may compete in the P1 class under Spec Line G in the P1 Engine Table. The Wolf GB08 Tornado equipped with a turbocharged PSA 1.6L engine may compete in the regional-only ASR class, provided the car meets the requirements of GCR section 9.1.8.B. The Formula/Sports Racing Committee will generate a What Do You Think (WDYT) letter to determine whether class stakeholders believe turbocharged engines should be allowed to compete in the P1 class.

GT2
1. #28048 (Tim Horrell) Porsche GT4 Clubsport
Thank you for your letter. This car is already classified in GT2-ST.

2. #28423 (Lou Gigliotti) Addendum: Letter ID Number: #28258 DOT vs Slick Selective Penalty
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

3. #28500 (Lou Gigliotti) COTA follow up observations and notes Re: tire rule
Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

Strategic
1. #27962 (David Mead) Expand Quality/Quantity/Prestige/Benefit of Winning a Runoffs
Thank you for your letter. Runoffs invitation and qualification requirements are reviewed annually and your suggestion will be reviewed and considered for future years.

2. #27972 (Raymond Blethen) Request to Remove Runoffs Participation Requirements
Thank you for your letter. Runoffs qualification requirements are reviewed annually and your suggestion will be reviewed and considered.

3. #27976 (Mike Ogren) Please Amend the 2020 Runoffs Requirements.
Thank you for your letter. Runoffs qualification requirements are reviewed annually and your suggestion will be reviewed and considered.

STL
1. #28719 (Jonathan Gillean) FRS Weight
Thank you for your letter. Please see below BRZ calculation:
2.0L = 2700# X 1.5% for 12.5:1 compression ratio = 2740.5 pounds
2740.5 # X 5.5% rear wheel drive adder = 2891.

T2
1. #28193 (Nathan McBride) Request for amendment to recent Porsche T2 rule changes
Thank you for your letter. Please see letter # 28242 in April Fastrack.

2. #28214 (John Snyder) Request Porsche changes
Thank you for your letter. We will continue to monitor the class.

3. #28218 (Mark Boden) Opposes Porsche rule change
Thank you for your letter. Please see letter # 28242 in April Fastrack.

Not Recommended
PX
1. #28045 (Jesse Grose) Request to Classify Praga R1T in PX
Thank you for your letter. The Club Racing Board does not recommend this change because the Praga R1T is below the minimum weight for cars being considered for classification in the PX class. Members who wish to race the Praga R1T may compete in the regional-only ASR class, provided the car meets the requirements of GCR section 9.1.8.B. The Formula/Sports Racing Committee will generate a What Do You Think (WDYT) letter to determine whether class stakeholders believe turbocharged engines should be allowed to compete in the P1 class. The Formula/Sports Racing Committee will also generate a separate WDYT letter to determine whether class stakeholders believe closed-cockpit, single-seat cars should be allowed to compete in the P1 class.

GCR
1. #28484 (Scott Giles) Request recognition of Gridlife Competition Licenses
Thank you for your letter. Gridlife Licenses do not require any medical review prior to license issuance. Therefore, they are not in compliance with the GCR medical review requirements.

GT2
1. #28654 (Craig Anderson) Request to update GT2 / ST (OLD 2012 STO RULES)
Thank you for your letter. The CRB sees the competition in GT2 as being level and will continue to monitor the performance of the class.

GT3
1. #28665 (Luis Rivera) Bridgeport 12a Adjustment
Thank you for your letter. The GTAC feels there are adequate engine/SIR/choke and weight options for the 12A Mazda Rotary in the class.

GTL
1. #28510 (Joe Harlan) 15
Thank you for your letter. The GTAC has reviewed these different tires with Goodyear, measured contact patch and the conclusion is the same; the 4% weight penalty is adequate as described.

2. #28519 (Joe Harlan) Request a weight penalty change for 15 inch wheels.
Thank you for your letter. The GTAC has reviewed these different tires with Goodyear, measured contact patch and the conclusion is the same; the 4% weight penalty is adequate as described

3. #28700 (Troy Ermish) GTL Competitive Adjustment
Thank you for your letter. The CRB does not recommend making changes to classifications based on the Runoffs track only - it does not represent the yearlong performance potential of a chosen car.

EP
1. #28702 (Mike Anderson) E36 Chassis Coilover
Thank you for your letter. The requested allowance is against the class philosophy, and adequate spring and ride height adjusting options are available for the rear of the BMW E36 chassis.

HP
1. #28759 (Mike Ogren) Request to classify 1973 VW Super beetle to HP
Thank you for your letter. The VW Beetle never came from the factory with the 1835cc engine.

SM
1. #27041 (Jim Drago) Tire Management and Cost Control
Thank you for your letter. After careful consideration of the tire limiting proposal and the official results of the March 2019 What Do You Think (WDYT) the SMAC has chosen not to recommend the tire limiting proposal at this time.
There were multiple factors that the SMAC considered when coming to this conclusion:

- The overall response rate to the WDYT via the letter system was low; suggesting that tire limiting may not be a priority to a large proportion of the Spec Miata community.
- Responses were not overwhelmingly in favor of tire limiting. Responses varied greatly, with approximately one third in favor of the tire limiting proposal, one third suggesting their own proposals, and one third not in favor of tire limiting.
- The ongoing development of the Hoosier SM8 may yield a better solution.
- The possible redistribution of the 2021 Hoosier contingency program could alleviate some tire costs to a greater number of participants.

2. #27574 (Marc Cefalo) Restrictor Plate Sizing
Thank you for your letter. The SMAC has extensively reviewed multiple forms of data regarding performance and believes that balance of performance for the entire class is being achieved at this time.

3. #27604 (Marc Cefalo) Request to Reduce Weight of 94 Through 97 Model Year Cars
Thank you for your letter. The SMAC has extensively reviewed multiple forms of data regarding performance and believes that balance of performance for the entire class is being achieved at this time.

4. #27774 (Tom Sager) Request for competition adjustment
Thank you for your letter. The SMAC has extensively reviewed multiple forms of data regarding performance and believes that balance of performance for the entire class is being achieved at this time.

5. #27801 (Ron Gayman) Request to Reduce Weight of 1994-97 NA 1.8L
Thank you for your letter. The SMAC has extensively reviewed multiple forms of data regarding performance and believes that balance of performance for the entire class is being achieved at this time.

6. #28532 (Dennis Mathias) Request a different spec tire
Thank you for your letter. The tire contract for SpecMiata is an SCCA business decision that fall outside of the SMAC's responsibilities. SMAC is working with Hoosier on the development of an SM8 tire that should hopefully reduce tire costs in SpecMiata.

7. #28682 (Lee Graser) Request Parity test and verify
Thank you for your letter. The SMAC has extensively reviewed multiple forms of data regarding performance and believes that balance of performance for the entire class is being achieved at this time.

T1
1. #28450 (Tim Myers) Remove +100lbs Big Brake Penalty From all Touring Cars
Thank you for your letter. The brake kit you mention was allowed due to the lack of cooling ability available on the smaller OEM front brakes. Coupled with the OEM-nature of the rotor and caliper it was determined this combination was not worthy of a penalty versus aftermarket brakes.

2. #28453 (Tim Myers) Request to Allow All T1 Cars +100 lbs and Remove Restrictors
Thank you for your letter. We'll continue to monitor the class.

T2
1. #28383 (Joe Aquilante) Allow Any 4 Piston Caliper to the Alternate C5 T2 Corvette Config
Thank you for your letter. Recent changes have been made in T2 that should benefit this car. If the small brake configuration isn't acceptable, please consider a different configuration.

T3
1. #28399 (Philip Di Pippo) 2015 + Ford EcoBoost Mustang Restrictor
Thank you for your letter. We did suggest allowing sway bars on the Mustang in letter #28398. Please bring the car out to race prior to a TIR change.

2. #28480 (Jim Leithauser) Opposes Solstice GXP in T3
Thank you for your letter. The Solstice GXP has been classed in T3 for years. Minor adjustments were made to the existing spec line prior to 2020. The T3 spec line is being closely monitored.

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. #28168 (Robert Wright) Request to add Pro Racing runoffs eligibility
In GCR 3.7.4.A.1.a, add to FX as follows:
"*USF2000 MZR (FRP rules)*"

2. #28575 (Stephen Hyatt) Request to use of FIA disability identification
In GCR, section 9.3.29. add as follows:
"*E. Disability Identification*
To ensure course marshals, emergency services crew, and other officials are made aware that the driver may need to be dealt with differently in case of an emergency, non-ambulant drivers must display the disability identification symbol on both sides of the car near the driver's compartment."

IT General
1. #28610 (Improved Touring Committee) Remove Verbiage about an Assessment Clock in 9.1.3.C.
In Improved Touring, GCR section 9.1.3.C, change as follows:
"During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited to – manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based only on such clearly measurable physical factors, a minimum allowable weight shall be established. ~~At the end of the second, third, and fourth full years of classification, the vehicle's racing performance relative to other vehicles in its class shall may be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification may be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such an adjustment may be made. At the end of a vehicle's fourth full year of Improved Touring classification, the vehicle's minimum weight shall be established. Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.~~ If at any time an error is discovered in the physical factors used to assess a vehicle's weight or an error was made during the application of the weight-assignment process, the error may be corrected. ~~Should such an error correction occur, the assessment clock will start anew.~~ Racing history of this particular model may be considered ~~at this time~~ and a performance compensation adjustment may be included in the new minimum weight~~, and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made.~~ On rare occasion—and only after careful review of the actual racing performance of a particular make/model/ year of vehicle—the Club may reclassify a vehicle, revise a vehicle's minimum allowable weight, and/or in the most extreme situation an intake restrictor may be required. Such an action shall be taken solely for the purpose of restoring equity within the vehicle's class."

<u>Taken Care Of</u>
FA
1. #28675 (JEREMY HILL) F1000 WEIGHT

Thank you for your letter. F1000 cars are no longer required to use stock engines, and a 25-lb. allowance for cars with engines manufactured before 2011 is not warranted because competitors are now permitted to make any modifications and use any engine components they wish to run, subject to the requirements of the F1000 spec line and the general FA rules. Please see the response to letter #28162 in the April 2020 Fastrack Technical Bulletin.

GCR

1. #28632 (Fred Brinkel) Request Rain Light Activation
Thank you for your letter. Please see response to letter # 28496, posted in the April 2020 Fastrack.

SM

1. #28311 (KYLE WEBB) Tire Limiting
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

2. #28533 (Jim Drago) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

3. #28535 (Clark Cambern) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

4. #28536 (Chad Cheshire) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

5. #28537 (Vinnie Baratta) Tire Limiting Proposal WDYT
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

6. #28539 (Chris Lefferdink) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

7. #28540 (Chris Ciufo) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

8. #28541 (Todd Buras) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

9. #28544 (John Ogle) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

10. #28545 (Christopher Shaffer) Tire Limiting Proposal WDYT
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

11. #28546 (Steve Scheifler) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

12. #28547 (David Price) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

13. #28548 (Dennis Hamminga) Tire Limiting Process Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

14. #28551 (William McDonnell) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

15. #28555 (Brian Slater) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

16. #28556 (Peter Davis) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

17. #28558 (Toby Linder) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

18. #28561 (Charlie Campbell) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

19. #28562 (Clark Cambern) Tire Limiting Proposal- 2nd Letter
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

20. #28563 (Mark Curlee) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

21. #28564 (Tim Weaver) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

22. #28565 (Mitchell Reading) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

23. #28567 (James Wetter) Tire Limiting Rule
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

24. #28569 (Marc Briley) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

25. #28571 (Ryan Gutile) Opposed to tire limiting proposal as written
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

26. #28579 (Richard Bennett) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

27. #28580 (Keith Mellen) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

28. #28582 (Alan Leukhardt III) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

29. #28585 (Cooper Lilly) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

30. #28586 (Derrick Ambrose) Tire Limiting Proposal

Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

31. #28587 (Justin Coker) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

32. #28588 (Michael Novak) Tire Limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

33. #28589 (Justin Casey) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

34. #28590 (Tyler Brown) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

35. #28591 (David Henderson) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

36. #28592 (John Somner) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

37. #28593 (Barry Boes) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

38. #28594 (Mickey Moran) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

39. #28595 (JEFFREY LUCKRITZ) Tire Limiting Proposal HST Only
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

40. #28600 (Alan Stubblefield) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

41. #28601 (Whitfield Gregg) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

42. #28603 (Daniel Williams) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

43. #28605 (Skip Brock) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

44. #28607 (Thomas Caniglia) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

45. #28608 (Michael Ross) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

46. #28613 (Theodore Cahall) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

47. #28614 (Jonathan Davis) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

48. #28616 (Scott Vondrachek) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

49. #28617 (Todd Buras) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

50. #28619 (Brad Childs) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

51. #28623 (John Harms) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

52. #28624 (Trace Hance) Opposes Proposed Tire Limit
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

53. #28627 (Anthony Fornetti) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

54. #28629 (Amy Mills) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

55. #28633 (Matthew Van Vurst) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

56. #28636 (Nils Musaeus) Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

57. #28639 (Shay Corbin) Tire Limiting Proposal - on the fence
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.
58. #28642 (John Harms) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

59. #28643 (Steve Bertok) Opposes Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

60. #28646 (Domenico Leuci) SM Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

61. #28648 (Stephen Figura) Proposed Tire Rule
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

62. #28649 (Case Crowell) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

63. #28650 (James Randall) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

64. #28666 (Tom Sager) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

65. #28668 (Jon Yanca) Opposes Tire Limiting Proposal (WDYT)
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

66. #28670 (Natalino Scappaticci) TIre Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

67. #28671 (Mike Hichme) Tire Limiting Proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

68. #28683 (Steve Greenhill) Opposes Tire Limiting Proposal (WDYT)
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

69. #28691 (Dan Goff) Tire limiting program
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

70. #28692 (Chris Giesen) Opposes Tire Limiting Proposal (WDYT)
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

71. #28721 (Justin Hille) Opposes Tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

72. #28723 (Eric Matoy) Opposes SM tire limiting proposal
Thank you for taking the time to respond to the WDYT. Please see response to initial request letter # 27041 in the May Fastrack.

What Do You Think
F5

1. #28359 (Scott Thorp) Request for Cockpit Adjustment of External Jetting Devices
Should the rules allow cockpit adjustment of external jetting devices on two cycle cars?
Please reply via the letter log system.

FV
1. #28697 (Chris Zarzycki) Request Consideration of Steering Rack
Should aftermarket steering racks be allowed as an alternative to the VW steering box?
Please reply via the letter log system.

RESUMES
1. #28023 (David Oliveira) Resume for Advisory Board Position
Thank you for your letter and volunteering to serve on the committee. David will be added to the B-Spec advisory committee.

Technical Bulletin

DATE: April 20, 2020
NUMBER: TB 20-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2020. 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. #28785 (American Sedan Committee) weight adjustments for 2020 season
In AS, Chevrolet/Pontiac Camaro & Firebird (82-92), change weight as follows:
"~~3550~~*3500*"

In AS, Chevrolet/Pontiac Camaro & Firebird (93-02), change weight as follows:
"~~3550~~*3500*"

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, change weight as follows:
"~~3250~~*3200*"

In AS, Chevrolet Camaro (10-15), change weight as follows:

"~~3700~~*3650*"

In AS, Ford Mustang Incl. Cobra & Cobra R (79-93), change weight as follows:
"~~3450~~*3400*"

In AS, Ford Mustang Incl. Cobra thru 95 (94-98), change weight as follows:
"~~3550~~*3500*"

In AS, Ford Mustang Cobra and GT (94-95) Restricted Prep. 5.0L V8 pushrod engine (Iron Block, Iron Heads), 2 valves per cylinder, change weight as follows:
"~~3250~~*3150*"

In AS, Ford Mustang Cobra R (1995) Restricted Prep. 5.8L V8 pushrod engine (Iron Block, Iron heads), 2 valves per cylinder, change weight as follows:
"~~3350~~*3250*"

In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep. GT: 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: 4.6L dual OHC engine (Aluminum Block, Aluminum Heads), 4 valves per cylinder, change weight as follows:
"~~3200~~*3150*"

In AS, Ford Mustang Cobra (99-02) Restricted Prep. 4.6L dual OHC V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder, change weight as follows:
"~~3250~~*3200*"

In AS, Ford Mustang Incl. Cobra (99-04), change weight as follows:
"~~3550~~*3500*"

In AS, Ford Mustang GT (99-04) Restricted Prep 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder, change weight as follows:
"~~3200~~*3150*"

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8 dual OHC (Aluminum Block, Aluminum Heads), 4 valves per cylinder, change weight as follows:
"~~3200~~*3150*"

In AS, Ford Mustang GT (05-14), change weight as follows:
"~~3650~~*3600*"

In AS, Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder, change weight as follows:
"~~3200~~ *275 Tire: 3150*
295 Tire: 3200"

In AS, Ford Mustang Coupe GT HR 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder, change weight as follows:
"~~3200~~ *275 Tire: 3150*
295 Tire: 3200"

In AS, Mercury Capri (79-86), change weight as follows:
"313 CID ~~3450~~*3400*"

B-Spec
1. #28171 (James Rogerson) Transmission cooler for automatic equipped cars
In B-Spec, Chevrolet Sonic 5dr Hatch (12-19), add Spec Line as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Chevrolet Sonic 5dr Hatch (12-19)	*80.5 x 88.2 1796*	*2525*	*3.72, 1.96, 1.32, 0.94, 0.75 or 4.45, 2.91, 1.89, 1.44, 1.00, 0.74*	*3.94 or 3.47*	*(F)10.8 (R) 9.0 drum*	*2650*	*34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. Alternate transmission ratio's and final drive are for 6T40e automatic equipped cars only. For automatic allow Setrab 1-series Part No. FP119M221*

In B-Spec, Chevrolet Sonic 4dr Sedan (12-19), change Spec Line as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Chevrolet Sonic 4dr Sedan (12-19)	*80.5 x 88.2 1796*	*2525*	3.72, 1.96, 1.32, 0.94, 0.75 or *4.45,*	3.94 *or 3.47*	*(F)10.8 (R) 9.0 drum*	*2650*	32mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. *Alternate transmission ratio's and final drive are for 6T40e automatic equipped cars only. For automatic allow Setrab 1-series Part No. FP119M221*

			2.91, 1.89, 1.44, 1.00, 0.74				

2. #28384 (B-Spec Committee) Spring Update for all models
In Fiat 500 (12-15), change Notes as follows:
"*Allow* Fiat suspension kit"

In Honda Fit (09-12), change Notes as follows:
"*Allow* Damper and spring set"

In Honda Fit (15-19), change Notes as follows:
"*Allow* Damper FR LH"

In Kia Rio 5-door/LX (12-19), change Notes as follows:
"*Allow* AKSJ03-10-001 Damper Frt Assembly"

In Mazda2 (10-14), change Notes as follows:
"*Allow* Coil over shock kit"

In Mini Cooper Hatchback (R50) (02 - 06), change Notes as follows:
"*Allow* KW: Coilover Kit"

In Mini Cooper (R56) (07-10), change Notes as follows:
"*Allow* L/F Strut-spring"

In Mini Cooper Clubman (R55) (07 - 10), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

In Mini Cooper (2011-13), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

In Mini Cooper Countryman (R60) (11-13), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

In Mini Cooper Paceman (R61) (11-13), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

In Mini Cooper Clubman (R55) (11-15), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

In Mini Cooper Coupe (R58) (12-15), change Notes as follows:
"*Allow* L/F Strut-spring assembly"

3. #28401 (James Rogerson) Request to Cleanup Sunroof Wording
In B-Spec Category Specifications, section 9.1.10.D., change as follows and renumber:
~~4. Cars with sunroofs must be retained on the vehicle and securely bolted in place unless operating rails adequately secure the panel.~~

Formula/Sports Racing
FA
1. #28720 (Formula/Sports Racing Committee) Remove redundant spec line in Table 1
In FA Table 1, remove the Volkswagen 1835cc SOHC spec line in its entirety.

2. #28772 (Formula/Sports Racing Committee) E&O general engine rules
In FA, GCR section 9.1.1.A.2.a, change as follows:
"Engines shall be derived from automobiles and ~~may be~~ prepared for competition in accordance with SCCA GT preparation rules~~, except as~~ *unless otherwise* specified in the Table*s* below. OEM blocks and heads must be used ~~except when~~ *unless otherwise* noted in the ~~FA Engine~~ Tables *below*."

FE
1. #28814 (Robey Clark) FE spring rule update changed to November 1, 2020
In GCR section 9.1.1.I.2.H.b, change as follows:
"Effective ~~June~~*November* 1, 2020, Part # WM203013 Front and Part # WM203014 Rear will be required for FE2 and optional for FE."

P1
1. #28731 (Formula/Sports Racing Committee) E&O minimum weights and intake manifolds
In P1, delete GCR section 9.1.8.C.J.1 as follows:
"~~Applicable minmum weights are specified in the P1 Engine Table.~~"

In P1, GCR section 9.1.8.C.J.3, make changes as follows:
"Intake manifolds~~: individual runner, no plenum or balance pipes permitted~~ *are unrestricted on engines that do not require a flat plate intake restrictor* unless ~~using an SIR or~~ otherwise noted ~~on the~~*in an* engine spec line. ~~Cars using an SIR may use any manifold type.~~*Plenums and/or balance pipes are not permitted on engines that use an individual runner-type manifold and require a flat plate intake restrictor*."

P2
1. #28669 (Mike Davies) SCCA Enterprises ESR / P2 engine restrictor testing
In GCR section 9.1.8.H.7.a, add a new part and renumber the section accordingly:
"*15. 55mm flat plate intake restrictor Part # WM303013 as supplied by Enterprises*"

In P2 Table 1, Enterprises Sports Racer spec line, change as follows:
"See ESR rules in GCR section 9.1.8. for complete specifications. ~~Effective 4/1/2020, the ESR 2.3L engine must have either an SIR or a Flat Plate restrictor fitted that meets the peak horsepower specified by the SCCA. The SIR or Flat Plate restrictor must be sized in whole or 0.5mm increments. Dyno data also must be submitted for restrictors 1.0 and 2.0mm on either side of the restrictor size that permits the engine to meet the specified peak horsepower.~~"

SRF
1. #28712 (Robey Clark) Update Bump Stop Rule
In GCR section 9.1.8.E.1.I, change as follows:
"NO MODIFICATIONS ALLOWED. ~~Bump stop shall remain on shock but may be slit vertically to ease removal for shock adjustment.~~*Effective May 1, 2020, only the SCCA Bump Stop P/N 280407 may be used, with no modification of any kind. Bump stops are optional. If used, only one bump stop per shock is permitted.* The same brand of shock absorbers must be used in all shock absorber positions on the car."

In GCR section 9.1.8.E.1.X.h, change as follows:
"Shock Absorbers: Penske shock P/N 280396 with spec valving shall be used as a sealed assembly*,* with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost. *Effective May 1, 2020, only* ~~T~~*t*he SCCA ~~b~~*B*ump ~~s~~*S*top P/N 280407 may be used*,* ~~as delivered~~ with no modification of any kind~~;~~*. Bump stops are optional.* ~~i~~*I*f used, ~~maximum of~~ *only* one bump stop per shock *is permitted*. ~~Effective 05/01/2020, only the SCCA bump stop P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump stop per shock.~~"

GCR
GCR
1. #28499 (Greg Amy) GCR Technical Glossary -
In Appendix F, Technical Glossary, add new definitions as follows:
"*Gurney flap - A small tab projecting from the trailing edge of a wing, typically set at a right angle.*"

"*Wickerbill - (see Gurney flap)*"

Grand Touring
GT2
1. #28576 (Craig Anderson) Request Corvette engine parity
In GT2, Chevrolet Corvette (-2019) 5665, add to the notes as follows:
"*LS6 may reduce weight by 50 lbs.*"

GTL
1. #28754 (Grand Touring Committee) GTL Wing Rule
In GTL, GCR section 9.1.2.F.7.b.13.F, add as follows:
"*Openings in the side view of the wing mounts are not included in the sq. inch limit.*"

GTX

1. #27057 (William Goodro) Request to Classify Lotus Evora GTS

In GTX, classify the Lotus Evora GTS as follows:

GTX - MISC

Make	Model	Engine	Restrictor (mm)	Weight (lbs)	Notes
Lotus	*Evora GTS*	*3.5L 2GR-FE*	*N/A*	*2950*	*OEM Supercharger Pulleys.*

Improved Touring

IT General

1. #28609 (Improved Touring Committee) Cleanup 4.f Traction control

In Improved Touring, GCR section 9.1.3.D.4.f, change as follows:

"~~Traction control, if available, must be disabled by disconnecting or removing a minimum of three wheel speed sensors.~~ *Traction control must be disabled.*"

Legends Car

None.

Production

1. #28713 (Frank Schwartz) Error in Mini Cooper Spec Line

In HP Spec Lines, change as follows:

"Mini Cooper ~~(includes convertible)~~ (02-06)
(includes 05-08 convertible)"

In HP Spec Lines, change as follows:

"Mini Cooper ~~(includes convertible)~~ (07-13)
(includes 09-15 convertible)"

Prod General

1. #28381 (Nick Leone) Request to Classify 1990-1994 Mazda Protege

In FP, Classify the 90-94 Mazda Protege as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda Protégé (90-94)	*2*	*2150 * 2204 ** 2258*	*4 Cyl DOHC*	*83.0 x 85.0 (3.27x3.35)*	*1839 (112.2)*	*Iron*	*Alum*	*(I) 33.0 / (1.30) (E) 28.0 / (1.10)*	*Fuel Injection*	*2500 (98.4)*	*1542/1542 (60.7/60.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 251 (9.9) Vented Disc (R) 251 (9.9) Solid Disc*		*stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

Spec Miata

None.

Strategic Planning

None.

Super Touring

STL

1. #28794 (Club Racing Board) STL Honda B18 restrictor changes
In STL Spec Lines, Honda B18, change as follows:
"~~53mm flat plate restrictor required.~~"

In STL Spec Lines, change as follows:
"Acura/Honda B18C (JDM Type R), ~~B18C1,~~ B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)"

In STL Spec Lines, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R), change notes as follows:
"~~Any porting and or polishing of intake and or exhaust ports outside of the 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications. 54~~*53*mm flat plate restrictor required."

In STL, Acura/Honda B18C1, add Spec Line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Acura/Honda B18C1		*Chart*	*54mm flat plate restrictor required.*

Touring

T1

1. #28060 (Chris Arbuckle) Additional Clarification on 996 Cup in T1 From Letter #28040
In T1, Porsche 996 GT3 Cup, change years as follows:
"~~(02-05)~~ *(98-04)*"

2. #28182 (John Nguyen) Request SPEC Corvette Rear Spolier
In T1, Chevrolet Corvette Cadillac XLR, add to notes as follows:
"*Cars using OE bodywork may install SCRSPLR-001 Rear spoiler.*"

3. #28402 (Clark Nunes) T1 Rear Brake Rotor Size Exemption for Gen 5 Camaro
In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, add to the 6162 OEM chassis notes as follows:
"*Camaro OEM 366mm rear rotor and caliper allowed without weight penalty.*"

T2

1. #28421 (ALI SALIH) Please Add the Following BBK to Allowed List for E92 M3
In T2, BMW E92 M3 (08-14), add to notes as follows:
"*AP Racing: Front Part Number 13.01.10038, Rear Part Number 13.01.10053 permitted.*"

2. #28433 (Steven Glaab) C5 Weight Adjustment
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change weight as follows:
"~~3225~~ *3175* (w/45mm flat plate restrictor)
~~3400~~ *3350* (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)"

T2-T4
1. #28437 (Ryan Ciechanski) Z3M Roadster Weight
In T3, BMW Z3 M & Coupe, add years and change weight as follows:
"*(98-99)*"
"~~3350~~ *3150*"

T3
1. #28398 (Philip Di Pippo) 2015 + Ford EcoBoost Mustang Sway Bars
In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:
"*Sway bars allowed up to 35mm (F) 25mm (R).*"

In T3, Ford Mustang V6 (15-17), add to the notes as follows:
"*Sway bars allowed up to 35mm (F) 25mm (R).*"

T4
1. #28223 (David Mead) Request to change allowed header part # for T4 06-15 Miata
In T4, Mazda MX-5 / Club Model (06-15), change notes as follows:
"Allow Mazda header part number*s* 0000-06-5407 *or 0000-06-5407-NC*."

Court of Appeals

None

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 5, 2020
The Club Racing Board met by teleconference on May 5, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory
None.

No Action Required
SM
1. #28850 (Sean Hedrick) in behalf of James Wetter, Request to remove stock oil pressure sending unit
Thank you for your letter. This request is already allowed in the GCR section 9.1.7.O.6 "Relocating/removal of the oil pressure sending unit in order to install an oil pressure gauge is permitted."

STL
1. #27939 (Jose De Miguel) Request to Remove Restrictor Plate From B16 and B18 Engines
Thank you for your letter. Please see letter # 28794 in the May 2020 Fastrack.

STU
1. #28099 (Thomas Wiegner) 2008 Subaru Impreza WRX STI
Thank you for your letter. All wheel and rear wheel drive cars are treated as a rear wheel drive car.

Not Recommended
B-Spec
1. #28679 (James Rogerson) Request to adjust weight on
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

2. #28684 (Toni Daughtery) Request to restrict Sonic hatch to be in line with other cars
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

3. #28685 (James Rogerson) Request Sonic Balance of Power
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

4. #28690 (John Phillips) Request bop adjustment Chevy Sonic
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

5. #28693 (Kent Carter) Sonic Needs a Restrictor Plate
Thank you for your letter. The BOP for the class was recently adjusted in the March FastTrack with letter #28394. No further adjustments are being considered at this time. Data collected during the season will be used to make future adjustments.

PX
1. #28063 (Scott Meyer) Request to Classify Modified Elan NP01 in PX
Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the PX class. Members who wish to race an Elan NP01 using a modified Mazda 2.5L MZR may compete in the regional-only ASR class, provided the car meets the requirements of GCR section 9.1.8.B. Members who wish to race an NP01 in U.S. Majors Tour events may compete in the P2 class using a stock Mazda 2.0L MZR. Please see the response to letter #28812 in this Fastrack's Technical Bulletin.

2. #28075 (Joseph Fagner) Request to Classify Modified Elan NP01 in PX
Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the PX class. Members who wish to race an Elan NP01 using a modified Mazda 2.5L MZR may compete in the regional-only ASR class, provided the car meets the requirements of GCR section 9.1.8.B. Members who wish to race an NP01 in U.S. Majors Tour events may compete in the P2 class using a stock Mazda 2.0L MZR. Please see the response to letter #28812 in this Fastrack's Technical Bulletin.

ITA
1. #28826 (Louis Boustani) Request to clarify Miata balljoint
Thank you for your letter. Request is not consistent with current class philosophy.

EP
1. #28524 (Kip VanSteenburg) Proposed Performance Penalties for Porsche and BMW
Thank you for your letter. The Club Racing Board would like to see the effect of these recent adjustments before any additional changes would be made. If the letter writer would like to submit some factual test data such as dyno or head flow plots, that would be incredibly helpful as the PAC continues to seek equal parity.

SM

1. #28796 (Justin Lee) Request aftermarket rear hubs
Thank you for your letter. The Club Racing Board does not recommend this at this time, but will continue to monitor.

2. #28851 (Sean Hedrick) in behalf of James Wetter, Request to remove transmission sensors
Thank you for your letter. The Club Racing Board does not recommend this change as the factory transmission sensors are critical to the gear selector mechanisms internal to the transmission.

STL

1. #28651 (Darrel Stein) 2019 Mazda MX-5 Global Cup Miata
Thank you for your letter. Please see letter # 28604 in June 2020 Fastrack.

STU

1. #28504 (Eric Heinrich) Request to classify 12-15 Audi S5 Supercharged in STU
Thank you for your letter. After a discussion on 3 separate calls, it has been determined it is too much for STU.

2. #28782 (John Weisberg) Request to add a list of eligible Manufacturer partners
Thank you for your letter. The rule as written is sufficient.

Recommended Items

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

B-Spec

1. #28787 (Josh Smith) Request for Mazda Motorsports Radiator
In B-Spec Spec Lines, Mazda2 (10-14), add to Notes as follows:
"*Allow Mazda part number - 0000-01-2501-CR Radiator.*"

GCR

1. #28653 (SCCA Staff) Update GCR Language - Change Practice Day to Test Day
In GCR, Section 3.1.5., change as follows:
"3.1.5. ~~Practice~~ *SCCA Test* Days"

~~"Practice~~ *SCCA Test* Days are non-competition track days scheduled, sanctioned, and insured under standards included in AppB. ~~Practice~~ *SCCA Test* Days are conducted according to the GCR. *This does not apply to track-run test days.* In addition, the following standards apply:

A. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternative Drivers' School may participate in SCCA ~~Practice~~ *Test* Days in accordance with the provisions of AppC.2.7.E.3.

B. 9.1 identifies the classes of cars eligible to compete in ~~Practice~~ *SCCA Test* Days."

In GCR, Section 7.2., change as follows:
"A driver 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 ~~Practice~~ *Test* Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation."

In GCR, APPENDIX B, change as follows:
"A. The Division's Race Schedule encompasses all road race activities, including *U.S. Major Tour events,* Regional Events, Drivers' Schools, *and* ~~Practice~~ *SCCA Test* Days~~, Performance Driving Experience and TimeTrial events~~."

In GCR, APPENDIX D, change as follows:
"3.1.5.E. A RD or CS is required for an SCCA sanctioned ~~Practice~~ *Test* Day."

In GCR, INDEX, change as follows:
In P: "~~Practice Days 26~~"
In T: "*Test Days 26*"

SM
1. #28566 (James Wetter) Request to Remove Speedo Cable
In Section 9.1.7.8, add the following:
"*k. Removal of speedometer cable is permitted.*"

STL
1. #28798 (Christopher Jurkiewicz) Request to remove BMW S14B20 factory ported head
In STL, Table B, remove BMW S14B20.

STU
1. #28784 (David Mead) Request to remove Mercedes CLK classification
In STU, remove Mercedes CLK classification.

Taken Care Of
T2
1. #28382 (Joe Aquilante) Request to Allow Coil Over Shocks on C5 And C6 Corvettes
Thank you for your letter. Please see letter #28824 in June 2020 Fastrack.

What Do You Think

P1

1. #28809 (Formula/Sports Racing Committee) Turbocharged engines
The Club Racing Board requests class stakeholder input on whether turbocharged engines should be allowed in the P1 class. Please reply via the CRB letter log system.

2. #28810 (Formula/Sports Racing Committee) Closed-cockpit, single-seat cars
The Club Racing Board requests class stakeholder input on whether closed-cockpit, single-seat cars should be allowed in the P1 class. Please reply via the CRB letter log system.

RESUMES

1. #28506 (Kent Carter) Request to be on the Advisory Committee
Thank you for your letter. The B Spec advisory committee is full right now. We will keep your letter on hand for when we have a vacancy.

2. #28795 (Jose De Miguel) Consideration for Super Touring Adv Comm
Approved for STAC

TECHNICAL BULLETIN

DATE: May 20, 2020
NUMBER: TB 20-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 6/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec

1. #28786 (Tony Roma) Request to change units on wheelbase for consistency with wording
In B-Spec, Spec Lines, change Chevrolet Sonic (12-19) Wheelbase as follows:
"~~99.4~~*2525*"

In B-Spec, Spec Lines, change Fiat 500 (12-15) Wheelbase as follows:
"~~90.6~~*2300*"

In B-Spec, Spec Lines, change Kia Rio 5-door/LX (12-19) Wheelbase as follows:
"~~101.2~~*2570*"

In B-Spec, Spec Lines, change Mazda2 (10-14) Wheelbase as follows:
"~~98.0~~*2490*"

In B-Spec, Spec Lines, change Mini Cooper (2011-13) Wheelbase as follows:
"~~97.1~~*2466*"

In B-Spec, Spec Lines, change Nissan Versa (07-11) Wheelbase as follows:
"~~102.4~~*2600*"

In B-Spec, Spec Lines, change Nissan Versa (09-11) Wheelbase as follows:
"~~102.4~~*2600*"

In B-Spec, Spec Lines, change Nissan Versa (2012) Wheelbase as follows:
"~~102.4~~*2600*"

In B-Spec, Spec Lines, change Nissan Versa (2013-) Wheelbase as follows:
"~~102.4~~*2600*"

In B-Spec, Spec Lines, change Nissan Versa Note (2013-) Wheelbase as follows:
"~~102.4~~*2600*"

In B-Spec, Spec Lines, change Toyota Yaris (07-12) Wheelbase as follows:
"~~96.9~~*2461*"

In B-Spec, Spec Lines, change Toyota Yaris (12-18) Wheelbase as follows:
"~~98.8~~*2510*"

In B-Spec, Spec Lines, change Toyota Yaris Sedan (2007-) Wheelbase as follows:
"~~100.4~~*2550*"

Formula/Sports Racing
FA
1. #28831 (Formula/Sports Racing Committee) E&O permitted engine modifications
In FA, GCR section 9.1.1.A.2.b, change as follows:
"The following modifications are permitted *unless restricted in the tables below*."

In FA, GCR section 9.1.1.A.2.b.6, change as follows:
"The bore, crankshaft, stroke, and flywheel are unrestricted, ~~providing~~*provided* the appropriate specified displacement limit is not exceeded~~, unless restricted in the tables below~~."

In FA, GCR section 9.1.1.A.2.b.9, change as follows:
"Any distributor and/or transistor ignition may be used*,* provided it~~'~~s installation does not require any modification of the engine."

In FA, GCR section 9.1.1.A.2.b.19, change as follows:
"The compression ratio may be increased by machining, using any head gasket(s), or eliminating of head gasket(s), unless otherwise noted in the ~~FA Engine Table at http://www.scca.com/clubracing/content.cfm?cid=44472~~*tables below*."

2. #28832 (Formula/Sports Racing Committee) E&O Transmissions
In FA, GCR section 9.1.1.A.3.a, change as follows:
"For all types of transmissions, no more than five forward speeds and an operational reverse gear shall be used *unless otherwise noted in Table 2 below*."

3. #28884 (SCCA Staff) Swift 016 Gurney flap wicker clarification
In FA Table 2, Swift 016 2.3 liter Mazda Duratec line, clarify wording as follows:
~~"Wickers: Wickers/gurneys~~*Gurney flaps: Gurney flaps* may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, ~~and~~*but* may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. ~~Wicker/gurney~~*Gurney flap* height must remain constant across the width of the individual component span. No saw tooth ~~wickers/gurneys~~*Gurney flaps* are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching ~~wickers/gurneys~~*a Gurney flap*."

FE
1. #28885 (SCCA Staff) FE Gurney flap wicker clarification
In FE, GCR section 9.1.1.I.2.F., clarify wording as follows:
"g. ~~Wicker bill (~~Gurney flaps~~)~~ are permitted as an option for installation on the trailing edge upper surface of the front wing secondary elements only, not the wing main plane.

h. ~~Wicker bill (~~Gurney flaps~~)~~ are permitted as an option for installation on the trailing edge upper surface of the wing element."

P2

1. #28812 (Formula/Sports Racing Committee) Classify Elan NP01 in P2 Table 1
In P2 Table 1, classify the Elan NP01 as follows:

P2 Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
Elan NP01	*102/TBD*	*2000cc*	*P2 Engine Table Spec Line E stock Mazda 2.0L MZR*	*42mm*	*Body, front splitter, and rear wing must be either OEM or P2 compliant.*

SRF

1. #28791 (Robey Clark) SRF Shocks
In GCR section 9.1.8.E.1.I, change as follows:
"NO MODIFICATIONS ALLOWED. Effective May 1, 2020, only the SCCA Bump Stop P/N 280407 may be used, with no modification of any kind. Bump stops are optional. If used, only one bump stop per shock is permitted. ~~The same brand of shock absorbers must be used in all shock absorber positions on the car.~~

All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder*s*."

GCR

GCR

1. #27385 (SCCA Staff) Request to Add Fire Bottle Re-certification Verbiage
In GCR Section 9.3.22. FIRE SYSTEM, make changes as follows:
Race Memo RM 20-04
"All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, B-Spec, and Improved Touring.**A. On-Board Fire System Requirements**
It is recommended that all other cars ~~Cars registered after 1/1/09 shall comply with the following~~ *employ* onboard fire system*s that meet the following* requirements:

• Systems certified to SFI specification 17.1 or 17.2, or

• Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

• Certification label

• Capacity

• Type of extinguishing agent

• Weight, or volume, of the extinguishing agent

~~The following is acceptable for cars registered before 1/1/09:~~

~~On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material, 2.25 liter minimum capacity (by volume). All AFFF fire system bottles, except non-pressurized AFFF systems with CO2 propellant, shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.~~

Cars shall meet the following:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)

2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.

3. All on-board fire systems shall be identified with a circle "E" decal.

a. In GT and Production cars, two circle "E" decals may be required–one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.

b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible.

4. There shall be a minimum of two nozzle locations–one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.

5. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

6. All fire systems shall be serviced according to manufacturer's specifications."

2. #28681 (SCCA Road Racing) Request Two Week Cut-Off Date"
In GCR, Section 3.7.4.A.1., change as follows:
"Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. *Eligible Pro weekends shall occur between January 1st of that year 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. Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA."

In GCR, Section 3.7.4.A.2.c., change as follows:
"If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time ~~three~~*two* weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired. "

3. #28686 (Michael West) Race Director Authorities
In GCR, Section 5.12.2, change as follows:
"U.S. Majors Tour Race Director
In addition to the Chief Steward's responsibilities and duties stated in 5.12.3., the US Majors Tour Race Director has the power*:*

A. ~~t~~*T*o change the Schedule and/or Race Groups, in agreement with the organizing Region~~,~~

B. ~~t~~*T*o correct any typographical or clerical errors or omissions (see 3.1.1.D.2.c and 3.1.1.D.2.d)~~, or~~

C. To place a driver on probation per 7.2.G.*, but for no more than three event weekends.*
For all other changes to the Supplemental Regulations *or GCR violations requiring probation for more than three event weekends,* the Race Director must file a Request for Action with the ~~SOM~~ *Stewards of the Meeting*."

4. #28714 (Jim Rogaski) Road Racing Passing Guidelines
In GCR, Section 6.11.1.C, change as follows:
"C. Drivers must respect the right of other competitors to racing room. *Drivers are entitled to one safe protective move. Once the one safe move is made, any* ~~A~~*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."

In GCR Appendix, add Racing Room & Guidelines as Appendix P. as follows:

"Appendix P. Racing Room & Passing Guidelines

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the TransAm Racing Series.

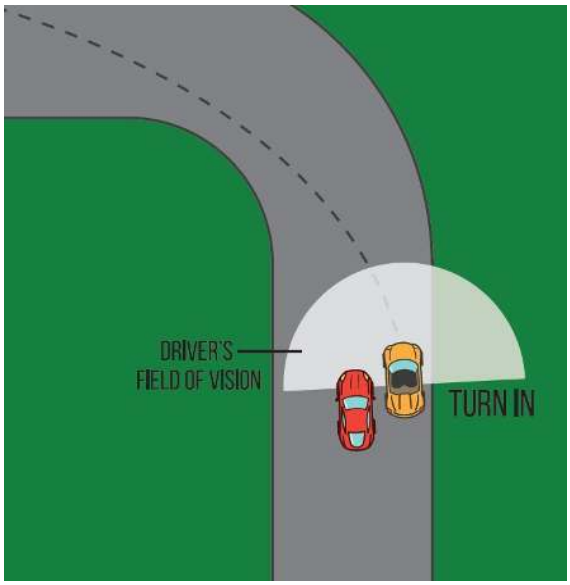
The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. Racing Room & Passing Guidelines

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibly for passing safely.

2. Peripheral Vision

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone, before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

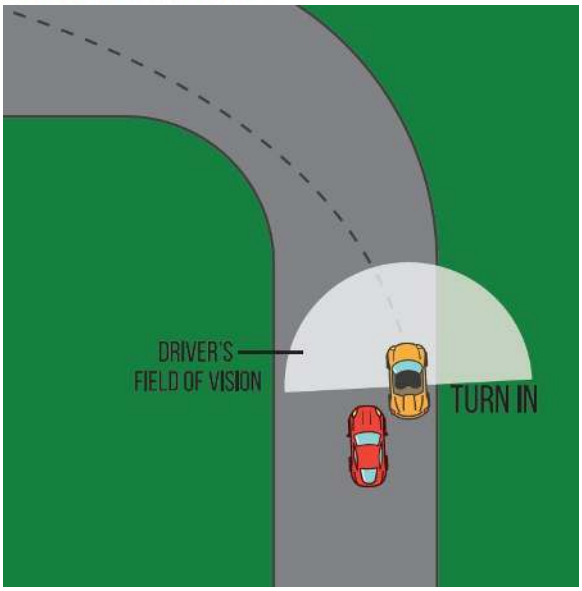


The diagram above shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

An overtaking open-wheel car should have its front wheel up to at least the lead car driver's shoulder (within their peripheral vision) before the lead car begins its turn in.

3. The Blind Spot



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

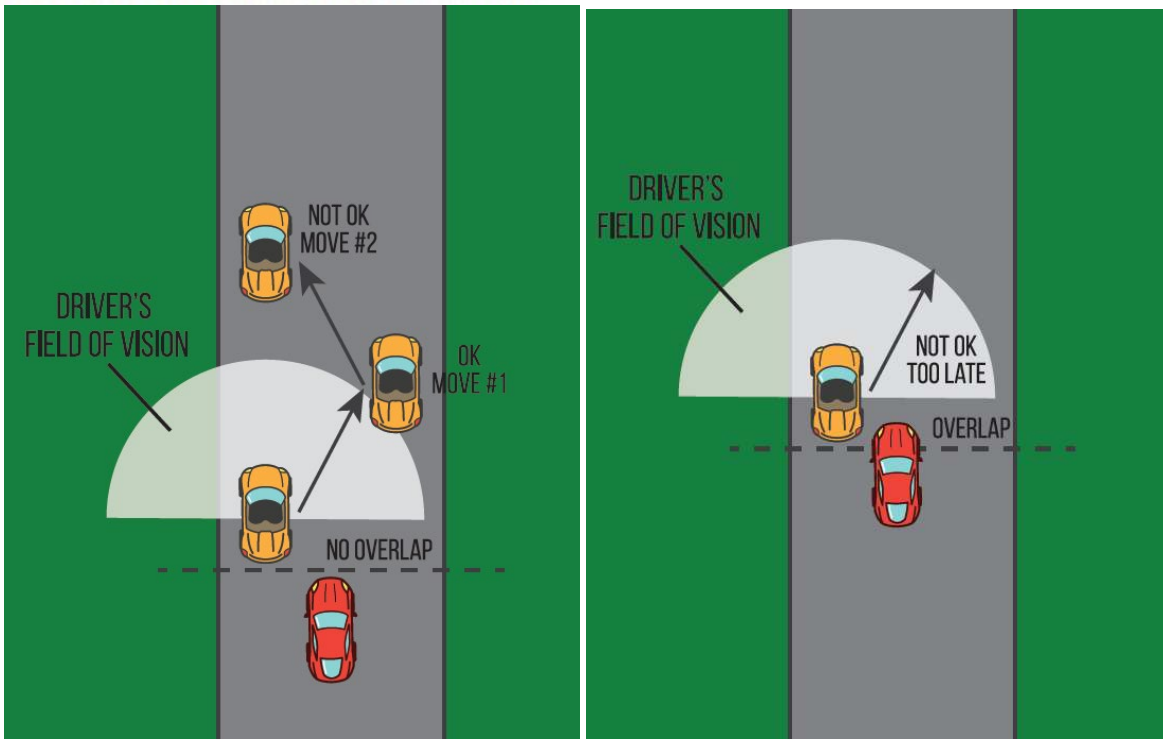
4. Racing Room

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

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you're there. Sometimes, the lead car may turn in early; therefore the overtaking car must be under enough control to avoid contact.

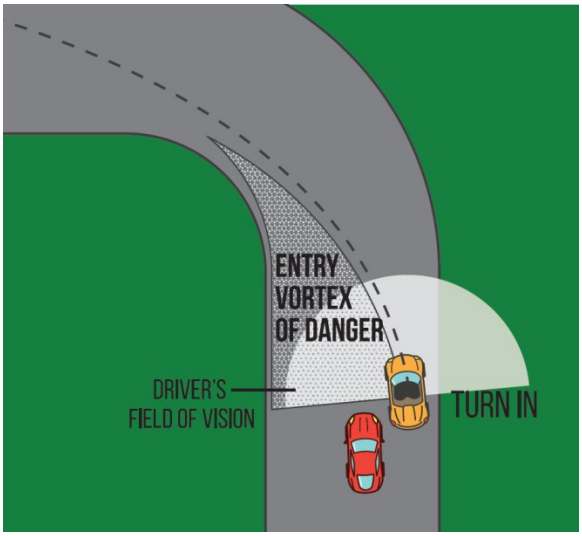
5. Passing on Straights

On straights, the lead car is allowed "one safe move". It is allowed to choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that's more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

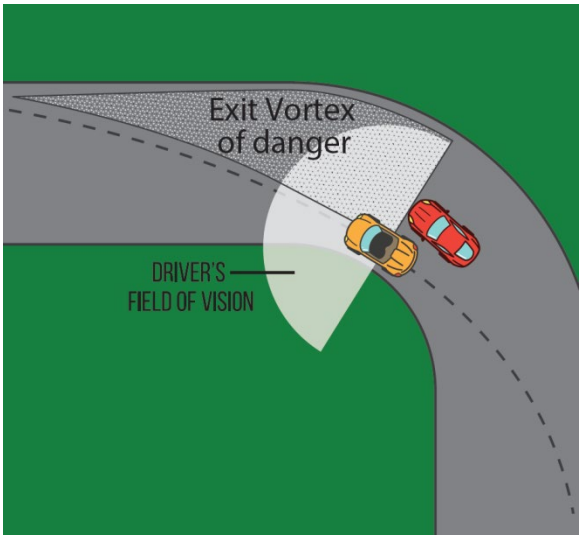


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. 'Hold your line' does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic, and leave a lane of racing room for them.

6. The Vortex of Danger

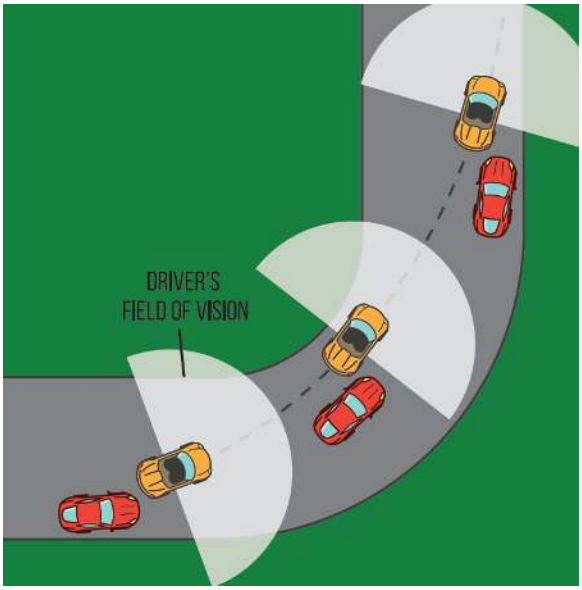


The Entry Vortex of Danger is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. When overtaking, keep out of the Vortex of Danger. It's too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.



The Exit Vortex of Danger is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It's too late to safely pass. The hole you see on the outside is **closing** rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

7. The Outside Pass



On this outside pass attempt, the overtaking outside car never presents itself into the vision of the lead car, and cannot expect it to make room for a car it cannot see at the exit of the turn. So the outside trailing car must back off to leave racing room for the inside lead car that cannot see it, and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all of the track on the right. The overtaking car, in this example, needs to clearly 'present himself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!"

5. #28734 (SCCA Road Racing) Appendix B and Appendix C updates
In GCR, Appendix B 1.3.3., change as follows and re-letter:
"~~B. Names of students~~
E. Brief outline of the training components/schedule
F. Approval ~~letter from one of the following:~~ *by the Divisional Executive Steward or his designee.*
~~a. Divisional Chief Driving Instructor~~
b. Divisional Driver Licensing Administrator
c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)
d. Executive Steward"

In GCR, Appendix C 2.7.E., change as follows:
"3. Alternative Drivers' Schools- Chief Driving Instructors ~~and~~ *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~~,~~ ~~Certified Driving Instructor or Divisional Executive Steward,~~ *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:"

6. #28849 (SCCA Staff) Annual Technical Inspection Expiration Extension
In GCR Section 5.9.2.A Annual Inspection, add verbiage as follows:
Race Memo RM 20-03
"In anticipation of the large number of drivers who will need an Annual Technical Inspection when racing resumes and a likely reduction in volunteers, we are proposing the following temporary change to annual inspection expiration dates.

In GCR Section 5.9.2.A Annual Inspection, add verbiage as follows:

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional, National or Senior license once a year (12 months). *For 2020 only, current annual technical inspections will be extended 3 months past their original expiration date (valid for a total of 15 months). All expiration extensions will end on 12/31/2020. For example, an original expiration date of June 15, 2020 will have an extended expiration of September 15, 2020. All inspections with an original expiration date between September – December 2020, will have an extended expiration date of 12/31/2020.* If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook and then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3. Driver's Safety Equipment) **Note:** This extension does not extend the expiration dates for Safety Equipment (Seat belts, Fire systems, etc.).

Reference Table for Expiring Annual Inspections:

Original Expiration	New Expiration
March 2020	June 2020
April 2020	July 2020
May 2020	August 2020
June 2020	September 2020
July 2020	October 2020
August 2020	November 2020
September 2020	December 2020
October 2020 (eligible for 2-month extension)	December 2020
November 2020 (eligible for 1-month extension)	December 2020
December 2020 (no extension)	December 2020

Suggested guidelines for Regions:

- Work with shops and regions to sponsor open house tech days
- Schedule additional time pre-event for annual inspections
- Depending on event tech staffing and demands, assign one or two tech inspectors to perform annual inspections only during the event weekend "

Grand Touring

GT2

1. #28739 (Christopher Childs) Request to Adjust Weight of OEM 8.4 Viper
In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X 8400 OEM, change Min. Weight as follows:
"~~3325~~*3275*"

2. #28896 (Club Racing Board) Request to Adjust Weight of OEM Chevrolet Corvette
In GT2/ST, Chevrolet Corvette (-2019) 7011 OEM, change Min. Weight as follows:
"~~3325~~*3275*"

GT3

1. #28808 (Roger Welling) Request Nissan KA24E specifications
In GT3, Engines - NISSAN, KA24E, change as follows:
"~~For 2011-2012 only, may use 32mm chokes at 2280 lbs.~~'

GTL

1. #28709 (Chris Doodson) Stall Test
In Appendix F., SIR testing procedure:, change as follows:
"The system is to be tested as is and the result is considered “as *qualified or* raced”. It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test. The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited. *All inspections must be done in "as qualified or raced" condition*."

GTX

1. #28333 (Robert Blizzard) Request to Re-classify SP Stock car to GTX
In GTX, 9.1.2.H.B.4., change as follows:
"GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. *Stock car bodies permitted.* GTX tube frame cars must weigh 2780 pounds."

Improved Touring

None.

Production

1. #28708 (Bill Lamkin) BMW Cylinder Head Casting and Part Numbers
In EP, correct the following spec lines as shown:
BMW Z3 2.5L, add to "Notes" section:
"*Cylinder head casting number 1738400 permitted with use of the allowed iron block (casting number 1748933-C).*"

BMW Z3 2.8L (97-00), modify "Block Mat'l" section:
"~~Alum or~~ Iron"

BMW 328i/is E36 (96-99), modify "Block Mat'l" section:
"~~Alum or~~ Iron"

BMW 328i/ci E46 (01-06), modify "Block Mat'l" section:
"~~Alum or~~ Iron"

BMW 325i/is E46 (01-06), modify "Block Mat'l" section:
"Alum ~~or Iron~~"

BMW 325i/is E36 (92-95), modify "Block Mat'l" section:
"~~Alum or~~ Iron"

FP
1. #28892 (SCCA Staff) Correct Scirocco Spec line E&O
In FP, Volkswagen Scirocco, E&O, add to the spec line as follows:
Weight (lbs):
1520
1663
1783
1853

Bore x Stroke mm.(jn,):
76.5 x 80.0
79.5 x 80.0
79.5 x 86.4
81.0 x 86.4

Displ. cc(CI) (nominal)
1471
1588
1715
1780

Spec Miata
None.

Strategic Planning
None.

Super Production
None.

Super Touring
STL
1. #28604 (Josh Smith) Request to add 2016-2019 GMX-5 Spec line
In STL, classify the Mazda MX-5 Global Cup (16-18) as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MX-5 Global Cup (16-18)	*2000*	*2450*	*Must meet all MX-5 Global Cup rules. Any OEM or aftermarket hardtop is permitted that retains the OEM silhouette. If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed. Tires per STL rules.*

In STL, classify the Mazda MX-5 Global Cup (2019) as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MX-5 Global Cup (2019)	*2000*	*2550*	*Must meet all MX-5 Global Cup rules. Any OEM or aftermarket hardtop is permitted that retains the OEM silhouette. If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed. Tires per STL rules.*

2. #28622 (SCCA Staff) Request to update PN for MX-5
In STL, Mazda MX-5 / Club Model (06-15), make changes as follows:
"Allow Mazda header part number 0000-06-5407*-NC*."

3. #28873 (Club Racing Board) Correction - Clarification Honda/Acura B18B engine Letter # 26209
In STL, Table A, Acura/Honda B18 (except C engine) change as follows:
"Acura/Honda B18~~ (except C~~*1*~~ engine)~~"

In STL, Table A, Acura/Honda B18 (except C engine) change Notes as follows:
"~~53~~*54*mm"

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C1, B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R) change as follows:
"Acura/Honda B18C (JDM Type R), ~~B18C1,~~ B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)"

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C1, B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)) change Notes as follows:
"~~54~~*53*mm"

STU
1. #27833 (Nick Leverone) Rotary Help
In STU, Mazda 13B Bridge Port, add Spec Line as follows:

STU Engines - Mazda	Engine Type	Stoke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	*Bridge Port*	*2616*				*auto-type 2bbl w/ 42ml choke(s) with any dual-Y manifold*	*2550*	*Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly.*

In STU, Mazda 13B Street Port, add Spec Line as follows:

STU Engines - Mazda	Engine Type	Stoke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	*Street Port*	*2616*				*auto-type 2bbl w/ 42ml choke(s) with any dual-Y manifold*	*2250*	*Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly.*

Touring
T2
1. #28824 (Touring Committee) Consider coil spring conversion Corvette in T2
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to Notes as follows:
"*Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max.*"

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), add to Notes as follows:
"*Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max.*"

In T2 Spec Lines, Chevrolet Corvette Z06 (06-12), add to Notes as follows:
"*Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max.*"

In T1 Spec Lines, Chevrolet Corvette Z06 (06-12), change Notes as follows:
"Leaf spring suspension may be converted to conventional coilover suspension ~~in T1 only~~."

T2-T4
1. #27663 (Robert Gary) Request to Classify 2004 Mercedes Benz 320 CLK
In T4, classify the 2004 Mercedes Benz CLK 320 Coupe as follows:

T4	**Bore x Stroke(mm) / Disp. (cc)**	**Wheel-base (mm)**		**Wheel Size(in.) / Mat'l**	**Tire Size (max)**	**Gear Ratios**	**Final Drive**	**Brakes (mm)**	**Weight (lbs)**	*Notes:*
2004 Mercedes Benz CLK 320 Coupe	*89.9mm x 84mm 3299cc*	*2690mm*		*17 x 8*	*245*	*3.95, 2.42, 1.49, 1.00, .83*	*3.07*	*300 mm (f) 290 mm (R)*	*3200*	*EIBACH PN# 2563.140 allowed*

T3
1. #28145 (Ben Slechta) Request Nissan 350Z Part Number change
In T3 Spec Lines, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change Notes as follows:
"Nissan brake ~~kit~~ part number*s* ~~41000-BRKIT~~ *NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front Rotor-LEFT 40207-SZ350* permitted."

In T3 Spec Lines, Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec 2, change Notes as follows:
"~~DE Engine: 57mm flat plate restrictor required.~~ Zspeed and Z1 alternative clutch slave permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here. Nissan brake ~~kit~~ part number*s* ~~41000-BRKIT~~ *NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front Rotor-LEFT 40207-SZ350* permitted."

COURT OF APPEALS

None to report.

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 2, 2020

The Club Racing Board met by teleconference on June 2, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
FV
1. #28864 (Jonathan Weisheit) WDYT Steering rack - Supports Letter #28697
Thank you for your letter. Please see the response to letter #28697 in this Fastrack.

2. #28890 (Graham Loughead) Oppose Allowing Aftermarket Steering Racks
Thank you for your letter. Please see the response to letter #28697 in this Fastrack.

GCR
1. #28939 (Ralph Provitz) GCR Appendix, add Racing Room & Guidelines
Thank you for your letter. The intent of the guidelines is to have drivers realize that they should not hit what they can see and it takes two cooperating drivers to successfully complete a pass.

Prod General
1. #28893 (Mike Ogren) Brakes Feedback.
Thank you for your feedback. The survey results are still being gathered, and its results will be the primary driving force for any changes that may occur.

Not Recommended
F
1. #28938 (Andy Kilcoyne) Request ignition distributor clarification
Thank you for your letter. The Club Racing Board does not recommend this change because an electronically programmable ignition advance curve could provide a performance advantage.

F5
1. #28817 (Scott Thorp) Request performance adjustments for Rotax 494/493 Powered Cars
Thank you for your letter. These changes are not recommended. The Club Racing Board has adjusted the minimum weight and inlet restrictor on 600cc motorcycle-engine cars and the Board of Directors has

approved the use of external jetting devices on two-cycle cars. Time needs to be afforded these changes to evaluate their effectiveness in promoting competition between the two platforms.

FV

1. #28697 (Chris Zarzycki) Request Consideration of Aftermarket Steering Racks
Thank you for your letter. The Club Racing Board does not recommend this change because there is no evidence of a supply problem with the VW steering box and the WDYT provided no indication that a majority of competitors would be in favor of allowing aftermarket steering racks.

GCR

1. #28788 (James Ray) Request for class letters front & rear
Thank you for your letter. This request would not work on all cars, Formula cars as an example. Additionally, there is no rule that prevents a driver from voluntarily adding additional class identifications to their cars.

GT2

1. #28878 (Mitch Marvosh) Request to revisit TA2 Car Weight in GT2
Thank you for your letter. The CRB will continue to monitor the performance within GT2/ST

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.

FV

1. #28955 (Formula/Sports Racing Committee) Allow 4-bolt pattern wheels from 1967-1973 Type 1
In GCR section 9.1.1.C.3.C, make changes as follows:
"Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein *or 1967-1973 Type 1*, or any steel fifteen (15) inch X 4.5J VW wheel with the same 5-bolt pattern as the standard fifteen (15) inch X 4J wheel *or 4-bolt pattern of the 1967-1973 Type 1, all* within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip on). Hub cap clips shall be removed."

Taken Care Of

FV

1. #28911 (Albert Spadin) Request for Disc Brakes
Thank you for your letter. The disc brake system referenced is already permitted in FV, and the prohibition of wheel spacers was previously removed. Please see the response to letter #26674 in the May 2019 Fastrack Technical Bulletin.

What Do You Think

None.

RESUMES

1. #28894 (Mike Ogren) I'd like to put my name in for the Prod Board

Thank you for your interest. At this time the Committee does not have any open positions that it is looking to fill. However, your willingness to serve will be kept in mind, if such an opening does become available.

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

TECHNICAL BULLETIN

DATE: June 20, 2020
NUMBER: TB 20-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
None.

GCR
GCR
1. #28526 (SCCA Road Racing) Multiple Class/Duplicate Car Numbers
In GCR, 4.4.2, Entering Multiple Classes, add the following:
"*If both classes are in the same run group, a separate entry for each class and unique car # is required. Note: A car may only compete (earn points) in one class per race and must use the number associated with the unique entry for that class in that race.*"

In GCR, 9.3.29.A Numbers and Class Letters, add the following:
"*Duplicate car numbers within the same run group is prohibited. See also GCR section 6.4.1.A.*"

2. #28733 (SCCA Road Racing) Update Appendix B Alternative Driver School Sanction Process
In Appendix B., Sanctioning for Alternative Drivers' Schools, change as follows:
"A. Sanction Application Form
~~B. Names of students~~
~~C~~*B*. Name(s) of approved Instructor(s)
~~D~~*C*. Dates of "school" elements (classroom/on-track)
~~E. Brief outline of the training components/schedule~~
~~F~~*D*. Approval by the Divisional Executive Steward or his designee. ~~letter from one of the following:~~
~~a. Divisional Chief Driving Instructor~~
~~b. Divisional Driver Licensing Administrator~~

~~c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)~~
~~d. Executive Steward~~"

Grand Touring
GT General
1. #28874 (SCCA Staff) TA2 Gurney flap wicker clarification
In Appendix L TA2 Rules, clarify wording as follows:
"**4.8.4.1.10.1.1:** The maximum height of the wing, including end plates and ~~wicker~~ *Gurney flap*, can be no greater than the highest point on the roof. The roof may not be altered or pushed up to increase its height."

"4.8.4.1.10.1.5: The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. All wing elements, including the ~~wicker bill~~ *Gurney flap*, must be kept within the profile of the end plates. 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 ~~tabs~~ *flap*. "

"4.8.4.1.10.1.6: A ~~wicker bill (Gurney)~~ *Gurney flap* may be added to the wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the ~~wicker bill~~ *Gurney flap* and the wing. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ *Gurney flap* cannot exceed 0.50 inch high as measured from the wing surface. The thickness of the ~~wicker~~ *Gurney flap* material must be 0.625 inch."

"4.8.4.1.10.2.4: The dog leg style Howe endplates must be used without modification. All wing elements, including the ~~wicker bill~~ *Gurney flap*, must be kept within the profile of the end plates. 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 ~~tabs~~ *flap*. "

"4.8.4.1.10.2.5: A ~~wicker bill (Gurney)~~ *Gurney flap* may be added to the upper wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the ~~wicker bill~~ *Gurney flap* and the wing. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ *Gurney flap* cannot exceed 0.375 inch. The thickness of the ~~wicker bill~~ *Gurney flap* must be 0.0625 inches."

"**4.8.4.2.10.3.4:** The dog leg style Howe endplates must be used without modification. All wing elements, including the ~~wicker bill~~ *Gurney flap*, must be kept within the profile of the end plates. 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 ~~tabs~~ *flap*. "

"4.8.4.2.10.3.5: A ~~wicker bill (Gurney flap)~~ *Gurney flap* may be added to the upper wing element. It must be a uniform shape across the complete width of the wing, and must be kept within the profile of the end plates. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ *Gurney flap* cannot exceed 0.375 inch high as measured from the wing surface. The thickness of the ~~wicker~~ *Gurney flap* material must be 0.0625 inch."

2. #28883 (SCCA Staff) STO Gurney flap wicker clarification
In Appendix K, STO, clarify wording as follows:
B.2.a.: "Wings shall be a single element with a maximum chord length of 12.00 inches, including any ~~wicker~~ *Gurney flap*."
B.2.c.: "The entire rear wing assembly, including the end plates and any ~~wicker~~ *Gurney flap*, shall be mounted level with, or below, the peak of the roof."

3. #28909 (SCCA Staff) GT Gurney flap wicker clarification
In GT, GCR section 9.1.2.F.7.b.12., clarify Gurney flap as follows:
"D. The use of fences, end rails, Gurney flaps, ~~wickerbills,~~or other forward facing lips or aerodynamic devices is prohibited."

"E. A maximum 0.50 inch Gurney ~~tab~~ *flap* is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.

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 ~~tabs~~ *flaps*."

"GT3: The maximum width of the entire wing assembly (wing element, endplates, Gurney ~~tab~~ *flap* and mounting hardware) is 64.00 inches, but no wider than the rear body width including fender flares."

In GT, GCR section 9.1.2.F.7.b.13., clarify Gurney flap as follows:
"A. Endplates must be flat, with no curvature or Gurney ~~tabs~~ *flap*. A maximum 0.5-inch ~~wicker-bill~~ *Gurney flap* may be employed."

In GT, GCR section 9.1.2.F.7.b.15.D., clarify Gurney flap as follows:
"2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any ~~wicker~~ *Gurney flap*."

"4. The entire rear wing assembly, including the end plates and any ~~wicker~~ *Gurney flap*, shall be mounted level with, or below, the peak of the roof."

GT1
1. #28886 (SCCA Staff) GT1 Gurney flap wicker clarification
In GT1 Specifications, section D, clarify wording as follows:
"The use of fences, end rails, Gurney ~~lips~~ *flaps*, wickerbills, or other forward facing lips or aerodynamic devices is prohibited."

In GT1 Specifications, section E, clarify wording as follows:
"A maximum 0.50 inch Gurney ~~tab~~ *flap* is allowed at the trailing edge of the wing element."
"Endplates must be flat, with no curvature or Gurney ~~tabs~~ *flaps*. The maximum width of the entire wing assembly (wing element, endplates, Gurney ~~tab~~ *flap*, and mounting hardware) is 72.00 inches. In keeping in line with ˜Trans Am body work is legal in GT1", An alternate rear wing of 12" average chord

length and maximum 72" long is allowed, with a maximum 1/2" tall ~~wicker~~ *Gurney flap*, additionally endplates having a maximum size of 100 square inches."

GT3

1. #28842 (Bryan Floyd) Request to add Mazda 12A Peripheral Port to GT3 rule set
In GT3, Mazda, add new classification as follows:

GT3 Engines MAZDA-

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
12A	*Peripheral Port*			*2292*			*37mm SIR*	*2300*	*Disenfranchised GT2**

2. #28931 (Grand Touring Committee) GT3 4v SIR size increase.
In GT3, Spec Lines, 4v, 4 cylinder pistons engines with SIR, change Fuel Induction as follows:
ACURA
F20C: "~~31~~*32*"
K20A: "~~31~~*32*"
K24: "~~31~~*32*"

AUDI
DOHC w/1984cc: "~~31~~*32*"

BMW
DOHC w/1895cc: "~~31~~*32*"
DOHC w/2302cc: "~~31~~*32*"

CHEVROLET
DOHC w/1998cc: "~~31~~*32*"

CHRYLER/DODGE/PLYMOUTH
DOHC w/1997cc: "~~31~~*32*"

FORD
DURATECH "~~31~~*32*"

HONDA
F20C: "~~31~~*32*"
K20A: "~~31~~*32*"
K24: "~~31~~*32*"

MITSUBSHI

DOHC w/1997cc: "~~31~~*32*"
DOHC w/2378cc: "~~31~~*32*"

NISSAN
QR25DE/DD: "~~31~~*32*"
SR20DE/VE: "~~31~~*32*"
KA24DE: "~~31~~*32*"
QR25DE/DD: "~~31~~*32*"

PONTIAC
DOHC w/2198cc: "~~31~~*32*"
LE5 EUROTECH: "~~31~~*32*"
DOHC w/2349cc: "~~31~~*32*"

SAAB
DOHC w/1985cc: "~~31~~*32*"

TOYOTA
5S: "~~31~~*32*"
2AZ: "~~31~~*32*"
2RZ: "~~31~~*32*"

VOLKSWAGEN
DOHC w/1984cc: "~~31~~*32*"

VOLVO
B1234: "~~31~~*32*"

GTL
1. #28870 (Kenneth Gassin) Request to classify 1999-2007 Toyota MR2 Spyder body
In GTL Cars, classify the Toyota MR2 (99-07) Spider as follows:

GTL Cars TOYOTA-

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MR-2	*99-07*	*2dr*	*RWD*	*96.5*	

Improved Touring
None.

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

Production
FP
1. #28926 (David Reiter) Request to change to Carburetor Spec Line 84-87 Mazda 626
In FP, make the following changes to the "Carburetor. No. & Type" column of the "Mazda 626 (84-87)" spec line:
"~~Carburetion or Fuel injection~~ *(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.*"

Prod General
1. #28456 (Richard Spritz) Request to Classify Porsche 911 2.0L
In EP, classify the Porsche 911 S (67-68) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head /PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 911 S (67-68)	*2*	*1800 * 1845 ** 1890*	*Opposed 6 Cyl SOHC*	*80.0 x 66.0 (3.15 x 2.60)*	*1991 (121.5)*	*Alloy*	*Alloy*	*(I) 41.9 / (1.65) (E) 38.1 / (1.50)*	*(2) IDA-3C carburetors. 36mm choke(s) max.*	*(87.05)*	*(57.9/56.3)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 282 (11.1) Vented Disc (R) 287 (11.3) Solid Disc*		*NA*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500".*

Spec Miata
None.

Strategic Planning
None.

Super Production
None.

Super Touring
None.

Touring
T3
1. #28763 (Benjamin Merwin) SADEV Sequential Gearbox
In T3 Spec Lines, Mazda MX-5 Global Cup Miata change car and notes as follows:
"(2016-*2019*) *ND2*"
"Must meet all *ND2* MX-5 Global Cup rules ~~in Appendix~~."

2. #28802 (Allen Briere) Request for competition adjustment for the MK5 GTI FSI engine
In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), change notes as follows:
"*Front and* rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35mm *allowed max 60mm from impeller.* R32 model brake package allowed. *Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield 003425ECS01AKT allowed. Neuspeed intake and filter # 65.10.97 allowed or OEM Air Intake and filter -25 lbs.*"

T4
1. #28941 (Touring Committee) T4 RX8 bodywork clarification
In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), add to notes as follows:
"*OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB.*"

2. #28942 (Touring Committee) 2006-2015 MX-5 Clarification
In T4 Spec Lines, Mazda MX-5 / Club Model (06-15) change Notes as follows:
"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: ~~original wheels (06-15 factory wheels are allowed), and~~ transmission, differential, and LSD."

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

CLUB RACING BOARD

The Club Racing Board met by teleconference on July 7, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Mike Cobb, President, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory
None.

No Action Required
AS
1. #27450 (Jay Pistana) Support for R-Type Specification Tires
Thank you for your letter. The American Sedan Adhoc Committee is pursuing a specified list of eligible tires.

2. #27519 (Daniel Licklider) Spec Tire Request
Thank you for your letter. The American Sedan Adhoc Committee is pursuing a specified list of eligible tires.

3. #27675 (David Mead) Restrictor Plate Change for RP 2011+ Mustang with Coyote Engine
Thank you for your letter. The American Sedan Adhoc Committee is considering adjustments for the 2021 season. we will be evaluating current levels of performance. We appreciate the input and will be contacting you for details regarding your performance numbers.

4. #28696 (Gregg Ditzian) Cylinder Heads
Thank you for your letter regarding the availability of cylinder heads for the full preparation cars. We have contacted Edelbrock and confirmed that they have discontinued the production of the current cylinder heads. The committee is reviewing replacement options at this time. We plan to have an option implemented for the 2021 season.

F5
1. #28816 (Jim Murphy) Two Stroke Motors (reply to #28359 WDYT)
Thank you for your letter. Please see the response to letter #28359 in this Fastrack.

2. #28840 (Jay Novak) Re letter requesting driver adjustable carb mixture
Thank you for your letter. Please see the response to letter #28359 in this Fastrack.

3. #28875 (Richard Schmidt) #28359 WDYT Request for Cockpit Adjustment
Thank you for your letter. Please see the response to letter #28359 in this Fastrack.

FV

1. #29084 (Stevan Davis) Support for Recommended Item - 4 bolt wheels in FV
Thank you for your letter. The Club Racing Board appreciates your comments.

2. #29118 (David Grimes) Support for 4-bolt pattern wheels #28955
Thank you for your letter. The Club Racing Board appreciates your comments.

FX

1. #28991 (Christopher Bologna) Request to be added to FX group
Thank you for your letter. The Club Racing Board will consider adding a spec line to FX Table 1 for Formula Ireland/Formula FX cars once the relevant specifications have been received. The Formula/Sports Racing Committee will forward a list of the specifications to be supplied by the letter writer through the CRB letter log system.

Not Recommended

F5

1. #28359 (Scott Thorp) Request for Cockpit Adjustment of External Jetting Devices
Thank you for your letter. After reviewing the response to the WDYT published in the May 2020 Fastrack Minutes, the Club Racing Board does not recommend this change.

FA

1. #29005 (JEREMY HILL) Request to Adjust FB Weight for Stock Engines
Thank you for your letter. This change is not recommended. In response to unanimous member input about the competitiveness of former F1000 cars in the FA class, the Club Racing Board revised the rules to allow modified engines. No requests to retain stock engines were received following the incorporation of F1000 into the FA class.

HP

1. #28922 (Tim Linerud) Request Dual Carbs for 1.8 VW GTI Mk1
Thank you for your letter, but this request is not recommended at this time. The vehicle in question is proven to be competitive as classed, it never came from the factory with a carburetor, and the stock fuel injection components are not difficult or expensive to obtain, so there is no justifiable reason to add this allowance to this vehicle's spec line.

STU

1. #26514 (Jon McLendon) Request for Alternate Intake Manifold
Thank you for your letter. This change is not recommended.

2. #29004 (Peter Federlin) Request BoP for my Car
Thank you for the letter. Given the rule set for STU large displacement turbo engines are limited by the turbos allowed in the GCR. We are forced to adhere to this turbo list to maintain parody in the smaller displacement turbo engines. This engine may be more competitive prepared in non-turbo trim in STU or inquire with T1 committee about running turbo trim.

3. #29031 (Jeff Starkweather) Sequential Shifters in STU
Thank you for your letter. The Club Racing Board is monitoring performance and adjusting as needed.

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. #27909 (Scott Marcero) Request for 2005-2009 Restricted Prep 4.6 3V Parts
In GCR, AS Spec Lines, section 9.1.6., Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder add to notes as follows:
"*Ford Performance camshafts Kit P/N-M-6550-3V is permitted.*"

2. #28748 (Philip Smith) Request for Max Rotor Diameter Change
In AS Spec Lines, change Brakes (Max) as follows:
Ford Mustang Incl. Cobra (99-04): "~~12.2~~ *13.1* x 1.27Disc"
Ford Mustang GT (05-14): "~~12.2~~ *13.1* x 1.27Disc"
Mercury Capri (79-86): "~~12.2~~ *13.1* x 1.27Disc"
Chevrolet/Pontiac Camaro& Firebird (82-92): "~~12.2~~ *13.1* x 1.27Disc"
Chevrolet/Pontiac Camaro& Firebird (93-02): "~~12.2~~ *13.1* x 1.27Disc"
Chevrolet/Pontiac Camaro& Firebird (93-97) Restricted Prep. 5.7LV-8 (Iron Block, Aluminum Heads) LT1, 2valves per cylinder: "~~12.2~~ *13.1* x 1.27Disc"
Chevrolet/Pontiac Camaro& Firebird (98-02) Restricted Prep. 5.7LV-8 (Aluminum Block, Aluminum Heads) LS1, 2valves per cylinder: "~~12.2~~ *13.1* x 1.27Disc"
Chevrolet Camaro (10-15): "~~12.2~~ *13.1* x 1.27Disc"
Ford Mustang Incl. Cobra & Cobra R (79-93): "~~12.2~~ *13.1* x 1.27Disc"
Ford Mustang Incl. Cobra thru 95(94-98): "~~12.2~~ *13.1* x 1.27Disc"

In AS, GCR section 9.1.6.D.5.b.2.c, add as follows:
"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 ~~12.2~~*13.1*inches X 1.27 inches. *(full prep spec lines 10x)*"

GT3
1. #27576 (Chris Edens) Request for Addition to GT3 Approved Turbo List
In GT3, GCR section 9.1.2.F.7.h.6., add turbocharger as follows:
"*d. Borg-Warner EFR6258*"

In STU, GCR section 9.1.4.1.H.5, add turbocharger as follows:
"*- Borg-Warner EFR6258*"

ST General

1. #27576 (Chris Edens) Request for Addition to GT3 Approved Turbo List
In GT3, GCR section 9.1.2.F.7.h.6., add turbocharger as follows:
"*d. Borg-Warner EFR6258*"

In STU, GCR section 9.1.4.1.H.5, add turbocharger as follows:
"*- Borg-Warner EFR6258*"

T2
1. #28946 (Eric McCoy) Request brake upgrade and electric power steering pump
In T2, Spec Lines, Porsche Cayman S, Spyder (10-12) , add to notes as follows:
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. *Porsche motorsports item # 9913140158C allowed. Stop Tech calipers #83.788.6700.R1 (f) #83.799.0046.R1 (r) allowed.* Removal of rotor dust shields is allowed. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

Taken Care Of
AS
1. #27908 (Scott Marcero) 2005-2009 Restricted Prep 4.6 3V
Thank you for your letter. Kit allows a conversion from 3 valve to 2 valve configuration.

2. #28030 (Jason Smith) Request for Full Preparation Classification for 2010-2014 Camaro
Thank you for your letter. This car is currently classified.

3. #28797 (Thomas Aquilante) Request increase rotor diameter
Thank you for your letter. Please see letter # 28748 in current Fastrack.

GTL
1. #29015 (Joe Harlan) Mazda 13b Restrictor Size Follow up to Letter 28518
Thank you for your letter. Please see the response to letter #28518 in this Fastrack.

T2-T4
1. #27698 (Robert Gary) Request to Add a Vehicle to the Roster (contd.)
Thank you for your letter. Please refer to letter #27663 in the June 2020 Fastrack.

What Do You Think
None.

RESUMES
None.

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

TECHNICAL BULLETIN

DATE: July 20, 2020
NUMBER: TB 20-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2020. 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. #28698 (Chris Majba) Dodge Challenger AS Spec Line Clarification
In AS Spec Lines, Dodge Challenger (08-14), change Spec as follows:
"Restricted Preparation 5.7L V8 (~~Aluminum~~ *Iron* block, Aluminum heads), 2 valves/cylinder"

In AS Spec Lines, Dodge Challenger (08-14), change Notes as follows:
"Compression Ratio: ~~9.7:1~~ *10.5:1* max;"
"Intake (~~12~~ *12.7* mm), Exhaust (~~11.7~~ *12.3* mm),"
"(Intake, ~~192~~ *188* degrees), (Exhaust, ~~196~~ *205* degrees);"

2. #28699 (Chris Majba) Dodge Challenger AS Spec Line Clarification #2
In AS Spec Lines, Dodge Challenger (08-14), change Notes as follows:
"~~Dodge 1GL20RXF and 82211606 rear spoilers permitted.~~ *Dodge 1GL20TZZAB and 82211606 rear spoilers permitted.*"

B-Spec
None.

Formula/Sports Racing
FC
1. #28888 (Kenneth "Skip" Weld) Request for weight adjustments to equalize FC competition.
In FC, GCR section 9.1.1.B.20.B.3, change weight as follows:
"Zetec Engine: ~~1200~~*1220* lbs."

Note from the Club Racing Board:
The Zetec weight change is being implemented for the sole and exclusive purpose of making the class more attractive to owners of Pinto powered cars to encourage their participation in Majors and Super Tour events. The Formula Sports Racing Committee and Club Racing Board note that the Pinto and Zetec

engines are very close in performance per dyno information following the recent changes to the Pinto engine rules which permit a new rod, piston and carburetor. The Club Racing Board and Formula Sports Racing Committee will monitor performance and participation figures regarding any future changes.

FF

1. #29135 (Formula/Sports Racing Committee) Clarification regarding Honda LC1 ECU implementation date

In GCR section 9.1.1.B.14.p.3, change as follows:

"The LC1 ECU supplied by HPD ~~is~~ *will be* permitted ~~effective 3/1/2020~~ *on a date to be determined* and must be used with a corresponding lambda sensor supplied by HPD. Implementation date is contingent on SCCA National office receiving necessary and sufficient quantities of support materials."

GCR

None.

Grand Touring

GT1

1. #29002 (Tony Ave) Request to Allow New Trans Am Legal Engines in GT1

In GT1, Weight Chart for GT-1, add to chart as follows:

"*Trans Am spec:*
Chevrolet/GM - R07 + 50 lbs.
Ford - FR9 + 50 lbs.
Dodge - R7 + 50 lbs."

GT2

1. #28951 (Greg Anthony) Request for allowance Trans Am SGT

In GT2/ST Spec Lines, BMW E46 M3 & E36 / BWM Z3 / BMW 5000cc V8, add to notes as follows:

"*Trans Am SGT spec: Regular shifter 3000 lbs., paddle shifter plus 150 lbs.*"

2. #29171 (Grand Touring Committee) Omitted GT2 fender/hood openings

In GT, GCR section 9.1.2.F.7.b.15., add as follows:

"*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.*"

GTL

1. #28518 (Joe Harlan) Request to change the Mazda 13b restrictor size

In GTL, Engines - Mazda 13B, change as follows:

Fuel Induction:

"~~24~~*26*mm SIR"

Weight:

"~~1950~~*2125*"

Notes:
"May use a ~~25~~*27*mm SIR plus 175lbs."

GTX
1. #28935 (Ryan Lesher) Request Car classification
In GTX, classify the Chevrolet Camaro ZL1 as follows:

GTX - MISC					
Make	Model	Engine	Restrictor (mm)	Weight (lbs)	Notes
2017 Chevrolet	*Camaro ZL1*	*LT4 with factory supercharger*	*NA*	*3400 lbs.*	*Factory 10 speed automatic transmission, aftermarket ARP aero kit.* *Front splitter, dive planes, rear diffuser. DSR sport rear wing Dynamic Suspension. No other modifications or reprogramming allowed.*

2. #29088 (Grand Touring Committee) X-Bow GT4
In GTX, KTM, add new classification as follows:

GTX – SRO GT4					
Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
KTM	*GT4*	*X-Bow*	*NA*	*2000*	*Turbocharged 2.5L Audi TFSI I5*

Improved Touring
None.

Production
1. #28998 (Sam Moore) EP BMW Z3 Rule Clarification
In EP, BMW Z3 2.5L, make changes to the spec line as follows:
"Cylinder head casting number 1738400 permitted with use of the allowed iron block (casting number 1748933 or 1738566~~-C~~).

Spec Miata
1. #28953 (Richard Powers) Modifications to prevent failures of Rear Brake Caliper Pin
In SM, GCR Section, 9.1.7.4., add as follows:
"*g. A single bracket per rear brake caliper for the purposes of keeping the rear brake calipers in place in the event of a rear upper caliper pin failure is permitted. It must be installed under the head of the rear upper caliper retaining bolt and may serve no other purpose.*"

Super Touring
ST General
1. #27695 (David Fiorelli) Minimum Weight Determination
In STU, GCR section 9.1.4.10., add the following:
"*All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments. Chassis related adjustment that are percentage based are performed by adding specified percent first and subtracting specified percentage second if necessary. Final step is addition or subtraction of specified weight in pounds.*"

In STL, GCR Section 9.1.4.4., add the following:
"*All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments. Chassis related adjustment that are percentage based are performed by adding specified percent first and subtracting specified percentage second if necessary. Final step is addition or subtraction of specified weight in pounds.*"

2. #29012 (SCCA Staff) ST Gurney flap Wicker clarification
In GCR section 9.1.4.D.4, clarify wording as follows:
"d. Wings shall be a single element with a maximum chord length of 8.50 inches, including any ~~wicker~~ *Gurney flap*."

"f. The entire rear wing assembly, including the end plates and any ~~wicker~~ *Gurney flap*, shall be mounted a minimum of 6.0 inches below the peak of the roof or roll cage main hoop whichever is higher, measured at the highest point. Cars with a wagonback/notchback/hatchback style body may have the rear wing assembly, including the end plates and any ~~wicker~~ Gurney *flap*, mounted a maximum of 4.0inches above the highest point of the roof."

Touring
T1
1. #29013 (SCCA Staff) Touring Gurney flap wicker clarification
In T1, GCR section 9.1.9.1.B.2, clarify wording as follows:
"c. Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any ~~wicker~~ *Gurney flap*. (except as allowed in 9.1.9.1.B.2.h)."

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

T2

1. #28803 (Carl Fung) Request to correct GCR for 2018+ FORD Mustang GT & Ecoboost
In T2, Ford Mustang EcoBoost (2015-), Gear Ratios, add as follows:
"4.24, 2.54,1.67, 1.24,1.00, 0.70 or 4.17, 2.34,1.52, 1.14,0.87, 0.69 *or 4.696, 2.985, 2.146, 1.769, 1.520, 1.275, 1.000, .854, .689, .636*"

In T2, Ford Mustang GT 5.0L (2018-), Gear Ratios, add as follows:
"4.24, 2.54,1.67, 1.24,1.00, 0.70 or 4.17, 2.34,1.52, 1.14,0.87, 0.69 *or 4.696, 2.985, 2.146, 1.769, 1.520, 1.275, 1.000, .854, .689, .636*"

T3

1. #28913 (Julian Fano) Request to classify 2009 Honda Accord v6 manual
In T3, classify the Honda Accord (2009) 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:
Honda Accord (08-12)	*89 x 93 3471*	*107.9 Coupe 110.2 Sedan*	*19 x 9*	*245*	*5-speed: 3.267, 1.778, 1.154, 0.870, 0.647,* *6-speed: 3.933, 2.478, 1.700, 1.250, 0.976, 0.771,*	*5-speed: 4.39* *6-speed: 3.55*	*300 (f) 282 (r)*	*3450*	*Springs up to 800 lb/in allowed (F/R). Sway bars allowed 35mm (f) 26mm (r). SPC 67540 Allowed. 50mm FPR Required*

T4

1. #29021 (Matthew Davis) Scion FRS Solo Spec Coupe Gear Ratio

In T4 Spec Lines, Scion FR-S Solo® Spec Coupe (13-16), change Final Drive as follows:
"~~4.30~~*4.10*"

In T4 Spec Lines, Subaru BRZ Solo® Spec Coupe (13-16), change Final Drive as follows:
"~~4.30~~*4.10*"

COURT OF APPEALS

None

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

CLUB RACING BOARD MINUTES | August 4, 2020

The Club Racing Board met by teleconference on August 4, 2020. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

AS

1. #29366 (American Sedan Committee) Introduction of Crate Motors for 2021 season

The CRB supports a Crate Engine initiative for the American Sedan Class. The AS committee is working on the specifications and will notify the racing community when more information is available and a timeline is set.

No Action Required

B-Spec

1. #29123 (Derrick Ambrose) Request 2010-2015 Mazda 2 Touring hatch top Lip

Thank you for your letter. Because the “Touring” hatch spoiler was available from the factory on a Mazda 2 with the same powertrain that we race in B Spec it is therefore covered by the spec line entry. It is the advisory committee’s opinion that no change is required and this part is allowed as the rules are written. The CRB supports the committee's recommendation.

2. #29140 (Jonathan Wickert) Request to Approve B14 Kit for Chevy Sonic Adaptation

Thank you for your letter. The advisory committee reviewed the modifications you outlined and feel they are in line with the rules as written. Section E-34 specifically allows the Bilstein B14 damper for any car in the class. Also, it specifically allows "B14 Bilstein shock and strut kit with no modifications except as required for mounting". Your small modifications were clearly in line with that. No changes required to the rules as written. The CRB supports the committee's recommendation.

FV

1. #29196 (Chris Elwell) Allow 4 Bolt Type 1 Wheels in FV

Thank you for your letter. The Club Racing Board appreciates your comments.

2. #29203 (Albert Spadin) In Support of Four Bolt Wheels

Thank you for your letter. The Club Racing Board appreciates your comments.

3. #29208 (John Ferreira) Support of Proposal in FV letter #28955

Thank you for your letter. The Club Racing Board appreciates your comments.

4. #29214 (Gerard Callaghan) Request Formula Vee 4 bolt pattern wheels

Thank you for your letter. The Club Racing Board appreciates your comments.

5. #29215 (Matt Carper) FV disc brakes (4 lug)

Thank you for your letter. The Club Racing Board appreciates your comments.

6. #29242 (Thomas Galuardi) Opposes 4 bolt wheels

Thank you for your letter. The Club Racing Board appreciates your comments.

7. #29272 (Michael Hinkle) Disc brakes/4 lug request
Thank you for your letter. The Club Racing Board appreciates your comments.

P1

1. #28918 (Jeff Lederman) Response to WDYT #'s 28809 and 28810
Thank you for your letter. Please see the responses to letters #28809 and #28810 in this Fastrack.

2. #28933 (David Locke) Reply to WDYT #28809 - Oppose turbocharged engines
Thank you for your letter. Please see the response to letter #28809 in this Fastrack.

3. #28934 (David Locke) Reply to WDYT #28810 - Oppose closed-cockpit, single-seat cars
Thank you for your letter. Please see the response to letter #28810 in this Fastrack.

4. #28958 (Armen Megregian) RE: letter 28809 Turbo engines in P1
Thank you for your letter. Please see the response to letter #28809 in this Fastrack.

5. #28971 (Jim Downing) P1 rules change letter requests
Thank you for your letter. Please see the responses to letters #28809 and #28810 in this Fastrack.

PX

1. #29319 (Jesse Grose) Request to allow March WSC-W into Prototype X
Thank you for your letter. GCR section 9.1.8.I.B.11 permits any car that meets the requirements of the World Sports Car rule set (1994-1998) and the modern safety standards in GCR section 9 to compete in the Prototype X (PX) class.

GCR

1. #29074 (PRH Stark) Appendix P
Thank you for your letter. Randy Pobst and Terry Earwood were tasked by leaders of the Road Racing Program to write the racing room guidelines in a narrative format based on what they teach their drivers. The intent is to provide a clear easily read guideline not a rule set.

Strategic

1. #28760 (Mike Ogren) Request to amend the 2020 Runoffs requirements
Thank you for your letter. We appreciate your input.

STU

1. #29138 (Eric Thompson) Request for Stand Alone 1% Weight Penalty for 2
Thank you for your letter. Please see letter # 29124 in current Fastrack.

T2

1. #29073 (Joe Aquilante) Request to Allow Spec Corvette in T2 As Is
Thank you for your letter. It is the opinion of the CRB that this car would not have a positive effect on T2.

T3

1. #29139 (Jason Knuteson) Request for Rear Bearing Upgrade for the Nissan 350z
Thank you for your letter. Based on firsthand experience with these cars, it is not believed that this rule change is necessary.

Not Recommended

B-Spec

1. #28828 (James Rogerson) Request rear bushing alternative for Fiesta
Thank you for your letter. The part listed in the spec line is still available and allowed. The advisory committee sees no need to allow a third option at this time. The CRB supports the committee's recommendation.

2. #28901 (Gilberto Rivera) Request to classify Hyundai Accent Hatchback 5dr (RB) 2010-2018
Thank you for your letter. It is not obvious to the advisory committee that these cars are identical. Please fill out and submit a spec line proposal for the car and provide documentation of the equivalency. (wheelbases, curb weights, suspension part numbers being equal, engine specs or part numbers, transmission ratio's, etc).

3. #28924 (Gilberto Rivera) Request alternate Kia Rio/ Hyundai accent b-spec coil overs.
Thank you for your letter. From the manufacturers website it spells out 30 levels of damping adjustment for this part number of damper. Adjustable dampers are not allowed in B Spec. This change is not recommended.

P1

1. #28809 (Formula/Sports Racing Committee) Turbocharged engines
Thank you for your letter. After reviewing the response to the WDYT published in the June 2020 Fastrack Minutes, the Club Racing Board does not recommend this change.

2. #28810 (Formula/Sports Racing Committee) Closed-cockpit, single-seat cars
Thank you for your letter. After reviewing the response to the WDYT published in the June 2020 Fastrack Minutes, the Club Racing Board does not recommend this change.

GCR

1. #28970 (Todd Butler) Entering Multiple Classes
Thank you for your letter. The CRB does not recommend allowing a car to compete in more than one race class in the same race group. Please see GCR, section 4.4.2.

GT2

1. #29032 (Craig Anderson) Corvette GT2-ST Request for Adjustment
Thank you for your letter. Please see letter # 29221 regarding the Intake Manifold. The CRB does not recommend Dive planes (canards). A weight reduction is not recommended. We will continue to monitor the class.

2. #29051 (TIM KEZMAN) BOP for 991.1
Thank you for your letter, it is believed that the 991.1 cars are appropriate as classed, we will continue to monitor the performance of these cars in class.

3. #29165 (Robert Finlayson) Request restrictor plate increase
Thank you for your letter. We will continue to monitor all cars in class, and data provided, to make any adjustments to this car.

GT3

1. #29211 (Rivera Luis) Request GT3 hood venting
Thank you for your letter, we would advise you to read the GTCS and take advantage of the various ways that ventilation is already allowed particularly within the cockpit.

STL

1. #28989 (Jose Garcia) STL 13B Base Weight
Thank you for your letter. We will continue to monitor and make BoP adjustments as necessary.

2. #29087 (Thomas Fowler) Request for STL Parity
Thank you for your letter. We will continue to collect data and monitor the class. The limited racing in 2020 has not given us the amount of data to make an educated decision.

3. #29190 (Christopher Childs) Request to Change Weight Calculation
Thank you for your letter. The committee is investigating potential BoP weight adjustments at a future time.

STU

1. #26899 (Robert Tanon) Request BoP for Renesys 13B Rotary engine
Thank you for your letter. We will continue to monitor and make BoP adjustments as necessary.

2. #27655 (Tim Hunter) Volvo TIR Placement
Thank you for your letter. There is no need for the change, your request can be accomplished within the current rule set.

T3

1. #28489 (Michael Pettiford) Request to change the T3 Solstice specs to be competitive
Thank you for your letter. Data does not support changes at this time.

T4

1. #29275 (John Freeman) 99 Miata STL but looking to class it T4
Thank you for your letter. We do not feel that this is a good fit 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.

AS

1. #29175 (American Sedan Committee) Eligible tires for 2021 season
In GCR, Section 9.1.6.D.6.b., Tires, add as follows:
"*4. American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:*

1. *BFGoodrich R1 & R1S*
2. *Hankook Ventus Z214 C51/Medium*
3. *Hoosier R7 or R6 or HWET*
4. *Kumho Ecsta V700*
5. *Nitto NT101*
6. *Toyo R888, Toyo Proxes RA1, or Proxes RR*
7. *Yokohama A048*

Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.

The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate from this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications."

2. #29176 (Chris Majba) Request SPC 66045 Front Upper Control Arm for Dodge Challenger
In AS Spec Lines, Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Iron block, Aluminum heads), 2 valves/ cylinder, add to Notes as follows:
"*SPC-66045 front upper control arms are permitted.*"

GCR
1. #29166 (Phil Shuey) USE OF
In GCR, Section 8.3.3., Action Against Cars, change as follows:
"An entrant or driver may initiate an action against a car in his race group for non-compliance using a Protest. ~~Any participant~~*Only entrants, drivers, or race officials* may protest the fuel used in any car in a competition as specified in 9.3. Fuel. A Protest against a car is also a Protest against its driver and entrant."

In GCR, Section 9.3.25.A., Permitted Fuel, change as follows:
~~"Any participant~~*Only entrants, drivers, or race officials* may protest the fuel in any car to determine compliance with the provisions of these fuel rules."

2. #29167 (SCCA Road Racing) Errors & Omissions Section 9.3.29a
In GCR, Section 9.3.29.A., Numbers and Class Letters, change as follows:
"The numeral "1" shall be exclusively reserved for the current national champion in each class for national ~~events~~ *Conference Majors/Super Tour events*. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference. Duplicate car numbers within the same run group is prohibited.~~ See also GCR section 6.4.1.A.~~"

T1
1. #27296 (Joe Aquilante) Request to classify C8 Corvette in T1 Limited Prep
In T1-LP, classify the Corvette C8 as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Chevrolet Corvette C8, Z51 (2020-)	*103.3 x 92.0 6162cc*	*2722mm*	*19 x 10(f) 20 x 11(r)*	*275 (f) 315 (r)*	*2.91, 1.76, 1.22, 0.88, 0.65, 0.51, 0.40, 0.33*	*4.9:1 5.2:1 (Z51)*	*Base: 321mm (f) 339mm (r) Z51: 345mm*	*3650*	*Z51 package allowed, 68 mm FPR required*

							(f) *350mm (r)*		

T3

1. #29111 (Oscar Jackson) Request for Aftermarket Hardtop for Honda S2000
In T3 Spec Lines, Honda S2000 (all) (00-09), add to beginning of Notes as follows:
"*Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners).*"

Taken Care Of

T1

1. #29072 (Joe Aquilante) C8 In T1 Follow Up
Thank you for your letter. Please see letter 27296 in current Fastrack.

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, 2020
NUMBER: TB 20-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec
1. #29127 (James O'Hare) Allowance Versus Requirement for R56 Mini Cooper
In B-Spec Spec Lines, Mini Cooper (R56) (07-10), change notes as follows:
"~~Effective May 01, 2020 40mm flat plate restrictor required.~~ Allow L/F Strutspring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060. OBX header part #10-2101-2S permitted with a *40mm flat plate restrictor*."

Formula/Sports Racing
FE2
1. #29293 (Larry Winkelman) FE/FE2 Oil Cooler
In GCR section 9.1.1.I.2.G.19, clarify as follows:
"An optional air to oil cooler is allowed. *Competitors may use either a Setrab 50-625-7612 or any air to oil cooler with* ~~The~~*a* maximum core size ~~is~~*of* 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed."

FX
1. #29281 (Christopher Bologna) Follow up to to Letter#28991 Request for FX classification
In FX, GCR section 9.1.1.J.B, add the following:
"*7. Formula Ireland / Formula FX - Shall comply with notes in Table 1*"

In FX Table 1, classify the Formula Ireland / Formula FX as follows:

Table 1

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula Ireland / Formula FX	*2.0 Liter Zetec-E Silver top*	*(F) 6 Max. (R) 8 Max.*	*See notes*	*Hewland LD200 with 4 forward gears and reverse*	*1270*	*Car must comply with specifications found here: https://www.scca.com/pages/technical-formsand-downloads*

P2

1. #29205 (Formula/Sports Racing Committee) E&O clarification of P2 rear wing requirements

In P2, GCR section 9.1.8.D.E.2, make changes as follows:

"A rear wing ~~is allowed. Wing~~ of single or dual element of any shape or chord length *is permitted. As viewed from the side, the wing and all attached elements (Gurney flaps or any other aerodynamic attachments) must, along its full length and at any individual measurement point, be fully contained by a rectangle measuring 6 inches by 12 inches. This measurement is to be made approximately parallel to the centerline of the chassis; the measurement rectangle is not required to be parallel to the ground. Wing support posts that serve no other purpose shall be exempt from this measurement.* ~~to fit in a rectangle of 6 inch height by 12 inch length a~~*A*s viewed from the side~~.~~*,* end plates must ~~fit in~~*be able to pass through* a ~~box~~ 14 inch~~es~~ square. *This measurement is to be made approximately parallel to the centerline of the chassis; the measurement square is not required to be parallel to the ground.*~~as viewed from the side. The maximum width of any wing shall not be wider than the bodywork maximum width specified in d.3 above. Wing may be positioned anywhere behind the main roll hoop.~~

An alternate wing specification is permitted to allow previously legal "1 meter" wings as used on ~~C~~*c*onverted ~~F~~*f*ormula cars. The *alternate* wing is limited to 110cm in width~~,~~ and ~~must~~*may* be single or dual element design of any shape or chord length. *As viewed from the side, the wing and all attached elements (Gurney flaps or any other aerodynamic attachments) must, along its full length and at any individual measurement point, be fully contained by a rectangle measuring* ~~to fit in a rectangle of~~ 9 inches ~~height~~ by 18 inches ~~length as viewed from the side;~~*. This measurement is to be made approximately parallel to the centerline of the chassis; the measurement rectangle is not required to be parallel to the ground. As viewed from the side,* end plate*s* ~~height is restricted to~~*must be able to pass through* a rectangle 14 inches ~~height~~ by 18 inches ~~length~~. *This measurement is to be made approximately parallel to the centerline of the chassis; the measurement rectangle is not required to be parallel to the ground.*

Note: If a square or rectangular measurement fixture is used to determine compliance of wing or end plate size, the fixture must be flat and the material thickness must not exceed 0.060 inches.

The maximum width of a wing shall not be wider than the maximum width specified for the body in D.3 above. A wing may be positioned anywhere behind the main roll hoop. The wing and end plates are to be measured as raced. Wing end plates may not be attached to the bodywork. Anything attached to or through a wing end plate is considered part of the end plate and thus must meet applicable dimensions."

GCR

None.

Grand Touring

GT General

1. #29193 (Randall Smart) GT Category Wording
In GCR, Section 9.1.2.F.3.5., Specifications, change as follows:
"Turbocharging/supercharging is not permitted~~.~~ *unless listed on the spec line.*"

GT2

1. #29221 (Grand Touring Committee) Corvette GT2-ST intake manifold
In GCR, Chevrolet Corvette (-2019) with 5665 Max Displacement, add to Notes as follows:
"*LS1/LS6 alternate intake manifold, DORMAN part # 615-900.*"

2. #29373 (Grand Touring Committee) 997.2 E&O link to 27915
In GT2 Spec Lines, 997.2 GT3 Cup, change Notes as follows:
"~~3000~~*2900*lbs"

Improved Touring

None.

Legends Car

None.

Production

None.

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

STU

1. #29124 (David Mead) Request for Advanced Aero Rule Wording Clarification.
In GCR, Section 9.1.4.1., remove d.:
"~~d. Each fender may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. The flare must maintain the OEM profile and appearance, seamlessly around the wheel arch. Material may be added or removed as necessary to create flare.~~"

In GCR, Section 9.1.4.1., add 4. as follows:
"*4. Fender Flare*
Fenders may be flared up to 2" per corner with a total weight penalty of 1%. The flare must maintain the OEM profile and appearance, seamlessly around the wheel arch. Material may be added or removed as necessary to create flare."

Touring

T2

1. #29106 (Andrew Aquilante) Request to Clarify New 2-piece Brake Rotor Rule
In GCR, 9.1.9.2.D.6.a.6., change wording as follows:
"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- ~~Ferrous metal~~ 2-piece rotors *with ferrous metal rotor disks and aluminum hats are* allowed, must be within 5% of OE diameter."

2. #29266 (Touring Committee) please consider BoP for the following cars in T2
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Weight as follows:
"~~3475~~*3425*"

In T2 Spec Lines, Chevrolet Camaro SS/1LE (10-14), change Weight as follows:
"~~3700~~*3650*"

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change Tire Size as follows:
"~~275~~*295*"

In T2 Spec Lines, Ford Mustang Boss 302 (12-13), change Tire Size as follows:
"~~275~~*295*"

3. #29284 (Eric McCoy) Request clarification on most recent approval by the Board
In T2 Spec Lines, Porsche Cayman S, Spyder (10-12), add to notes as follows:
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. *Porsche motorsports item # 9913140158C allowed. Stop Tech calipers #83.788.6700.R1 (f) #83.799.0046.R1 (r) with 343 mm front rotor 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
Sam Henry vs. SOM COA Ref. No. 20-04-MW
July 21, 2020

FACTS IN BRIEF

Following the Sunday, May 31, 2020, Group 4 race of the Gateway Hoosier Super Tour at World Wide Technology Raceway, Sam Henry, driver of F Production (FP) #37, filed a protest against the Provisional Results, claiming incorrect race length and therefore, an incorrect race winner. Mr. Henry based his protest on General Competition Rules (GCR) 6.10.4. (Race Winner) and Supplemental Regulations VI.A. (Race Length).

The Stewards of the Meeting (SOM) Barry Bean, Karen Crider, and Jim Richardson (Chairman) met to hear and rule on the Protest. The SOM ruled the race had exceeded the published length of maximum 35 Minutes or 31 Laps and applied GCR 6.10.4.C. (Late Checker) to direct the race be scored at the completion of the lap during which 35 minutes had elapsed.

Mr. Henry disagreed with the ruling of the SOM and submitted an appeal within the time parameter specified in the GCR. Consideration of his appeal was delayed awaiting receipt of the event documentation.

DATES OF THE COURT

The Court of Appeals (COA) James Averett, Jack Kish, and Laurie Sheppard (Chairman) met on July 16, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Sam Henry, received June 10, 2020.
2. Appellant's evidence and video links, received June 10, 2020.
3. Protest and Hearing documentation, received July 9, 2020.
4. Letter from Chief Steward Kevin Coulter, received July 12, 2020.
5. Letter from Clerk of the Course Fred Brinkel, received June 25, 2020.

FINDINGS

Mr. Henry provided a well-organized and thorough description of his position in a PowerPoint presentation with embedded images and video links. He cites section VI.A. of the event Supplementary Regulations which states in part, "Saturday races will be 25 minutes. Sunday races will be a maximum of 35 minutes or 31 laps." This regulation was the basis of his Protest as well, with an emphasis on the word "maximum." He argues that the race should have ended before 35 minutes was reached, regardless of the number of laps completed. He also alleges that operational factors should have influenced how many laps could be completed in the Group 4 race following a stoppage and suggests the race organization changed the rules for scoring after his protest hearing was completed.

The COA notes the following rules must be applied in this situation. Per GCR 6.1.1.A. (Green Flag) and 6.5.3.D. (The SCCA Standard Rolling Start) "Racing begins and passing may occur throughout the field when the green flag is displayed." However, per GCR 6.10.1. (Starting Line for Timing and Scoring) "Unless otherwise defined in the Supplementary Regulations, the start/finish line is the control line where timing begins/ends when crossed by a car." Per GCR 6.10.4.A. (Checkered Flag) the race ends when the checkered flag is displayed to the overall leader "…after he completes the prescribed time…" The winner is the person who has completed the greatest distance before the race ends (GCR 6.10.4.) Per the Supplemental Regulations, the "prescribed time" in Mr. Henry's race was 35 minutes (maximum) and the checkered flag should have been displayed to the overall leader after he had completed that time. Instead, the race continued for one additional lap. The SOM correctly amended the results to reflect the appropriate lap of completion.

Mr. Henry calculated the elapsed time of each of the seven races on May 31, 2020, and noted his opinion of whether the timing/scoring was compliant with the Supplemental Regulations or not. The COA notes the race for Group #1 was ended before it reached either 31 laps or 35 minutes. Based on the lap times of the leader, 31 laps were possible before the prescribed time elapsed, but the race ended one lap early due to course conditions. Group #2 raced for 35 minutes and the checkered flag was shown to the leader the next time he crossed the control line completing lap 29. All subsequent races other than Group 4 were shown the checkered flag when the leader completed 31 laps or after 35 minutes had elapsed. Timing and Scoring and the race organization did not alter their procedures due to the protest result as Mr. Henry suggested.

The COA finds that all races with a prescribed time must end when the race leader first breaches the control line after the time has elapsed. In the case of a specified number of laps with a prescribed time, whichever condition is met first (or met simultaneously) will end the race. The COA understands that Mr. Henry believes the word "maximum" should be applied for calculating the race finish in the same

way it is for any measurement where a minimum is not specified. Doing so would be a disservice to competitors because functionally, “maximum of 35 minutes” does not distinguish between a 3-minute race and a 34-minute race. The COA acknowledges the use of the word “maximum” in this context is easily misinterpreted.

The COA finds the SOM took appropriate action to amend the race results according to GCR 6.10.4.C. (Late Checker) after considering Mr. Henry’s protest.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Henry’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 | September 1, 2020

The Club Racing Board met by teleconference on September 1, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

FC

1. #29339 (Erik Oseth) Spec Tire Request
Thank you for your letter. Based on member input, the Club Racing Board recommends pursuing a spec/control tire for Formula Continental through the Road Racing Department for the 2021 racing season and beyond.

No Action Required

F5

1. #29459 (John SpitletII) Support for letter #29453
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29453 in this Fastrack.

FC

1. #29389 (Tim Minor) Request Spec Radial Tire
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

2. #29391 (Greg Rice) Supports a Spec Tire for FC
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

3. #29392 (Tom Hope) Supports a Spec tire
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

4. #29393 (Dave Freitas) Supports a Spec tire
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

5. #29395 (Scott Vreeland) Supports a Spec tire rule
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

6. #29396 (Lyn Greenhill) Supports a Spec Tire for FC
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

7. #29398 (Bill Johnson) FC Spec Tire Request

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

8. #29402 (Robert Allaer) Opposes Spec tire in FC - not in favor
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

9. #29407 (Dave Weitzenhof) FC Spec Tire
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

10. #29412 (Chuck Moran) FC Spec Tire: Yes, But...
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

11. #29420 (Robert Wright) Spec Tire Support
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

12. #29425 (Chris Scharnow) Spec Tire Support
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

13. #29426 (Gray Fowler) Favors FC Spec Tire
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

14. #29436 (Chuck Moran) An Added Comment on Spec Tires
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

15. #29457 (Lyn Greenhill) Oppose Zetec Minimum Weight Change
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #29339 in this Fastrack and letter #28888 in the August 2020 Fastrack Technical Bulletin.

16. #29485 (Jeffrey Pietz) Tire Proposal for FC
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

FE2
1. #29372 (Larry Winkelman) Clarify gurney flap specification
Thank you for your letter. Please see the response to letter #29445 in this Fastrack's Technical Bulletin.

FV
1. #29383 (Thomas Galuardi) No to 4 bolt wheels again
Thank you for your letter. Please see the response to letter #29242 in the September 2020 Fastrack Minutes.

2. #29434 (Jeff Adams) Support of Proposal #28955 to allow 4-bolt pattern wheels
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #29466 (Matt Clark) Favors 4-bolt disc brakes in FV
Thank you for your letter. The Club Racing Board appreciates your comments.

GT2
1. #29163 (Butch Kummer) Stock Car Bodies in GT2
Thank you for your letter. Please see the response to letter #29219 in current Fastrack.

GT3
1. #29342 (Stephen Lamana) Request Venting for Transmission Cooler
Thank you for your letter. We would like to direct you to GTCS section 9.1.2.F.6.c.4 where your request has already been covered: 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.

GTX
1. #29354 (Chris Ludwig) Clarification of GTX B.4
Thank you for your letter. The procedure is to write a letter requesting "fuel injection system part # XYZ" and the CRB will review your request with an approval or denial.

FP
1. #29463 (J Manny Forteza) Request Production clarification
Thank you for your letter.
"Suspension and Steering Level 1" rule 9.1.5.E.4.c states:
"Bolt on suspension cross members/sub-frames are unrestricted."
So yes, in Level 1, those items could be replaced entirely, as they are unrestricted.

"Suspension and Steering Level 2" rule 9.1.5.E.5.c.4 states:
"Suspension cross member/sub frame mounting bushing material is unrestricted."

There are no further allowances within the "Suspension and Steering Level 2" section (9.1.5.E.5) regarding the "cross member/sub frame", so yes, the stock member(s) must be retained.

Strategic
1. #27966 (Joe Camilleri) 2020 Runoffs Qualifying Changes
Thank you for your letter. Due to COVID, the 2020 Runoffs requirements were altered so drivers can more easily attend the Runoffs. Qualification requirements will be revisited for 2021.

2. #27969 (David Mead) Request to Change How Conference Points Are Awarded
Thank you for your letter. Due to COVID, the 2020 Runoffs requirement and associated points have been altered to compensate for drivers opportunities to attend races. Points and qualification will be revisited for 2021.

3. #27974 (Raymond Blethen) Request for Podium to Be Eligible for Following Year's Runoffs

Thank you for your letter. The rule is adequate as written with no changes at this time.

T2

1. #29299 (Harley Kaplan) Wings in T2

Thank you for letter. T2 will continue to be monitored and appropriate corrective changes applied as necessary. We agree the issue of wings is challenge.

Not Recommended

FV

1. #29151 (Chris Zarzycki) Clarification on Wheel Bolt Pattern

Thank you for your letter. The Club Racing Board has recommended allowing the 4-bolt pattern wheels from the 1967-1973 Type 1 to permit competitors to run an off-the-shelf VW Beetle 4-bolt disc brake single-piece hub/rotor with an off-the-shelf single piston floating design that meets the caliper minimum weight rule and is in line with the price range envisioned during consideration of the FV disc brake proposal. The process of referring this recommendation to the Board of Directors allows ample time for competitors to provide comments both for and against the proposed change, which achieves the same overall goal as a WDYT. The Club Racing Board does not plan to allow the use of the existing 4-bolt drums, which are wider than the 5-bolt drums and would not permit competitors to comply with the existing track-width limitations.

P1

1. #29232 (Johnnie Crean) Request BoP for Stohr

Thank you for your letter. This change is not recommended. The P1 Engine Table includes multiple engine types and displacements for which minimum weights and restrictor sizes have been established through the collection of on-track rate-of-acceleration data. The Club Racing Board does not have the resources to tailor alternative weight and restrictor combinations to the specific needs of individual competitors while ensuring a balance of performance with existing platforms.

GCR

1. #29134 (SCCA Staff) Request to remove section 9.1.11 Spec MX5 Regional Class from GCR

Thank you for your letter. A national class is being developed, at which time we will consider removing from regional.

ITS

1. #28927 (Josh Smith) Request Spec MX-5 cylinder head

Thank you for your letter. Head machining as described is not within the class philosophy.

EP

1. #29394 (J Manny Forteza) Weight of the EP 94-98 Mustang

Thank you for your letter. Many factors go into trying to determine how much power a car will make in Prod trim, including analysis of the stock engine design, specs, and limitations, and an educated estimate is made of the gains it could see within the Production rule-set. With no additional information being presented, like on-track performance, vehicle dynamics data, or dyno plots, there is no new reasoning presented to drive a re-evaluation of this vehicles classification. The Production Committee always encourages competitors to build, campaign, and share, to help build better parity and competitiveness for not only their own vehicle, but for all of the Production category.

Prod General

1. #28644 (Greg Amy) Request to consider allowing factory ABS in Prod

Thank you for your letter. The introduction of ABS into the Production Category was discussed and surveyed at great length, while additional changes to the Brakes section of the rule-book were being considered. However, due to competitor response

and feeling to this specific issue, as well as several other changes also being made to the brake rules at the moment, it is not recommended to add ABS into the Production Category at this time.

2. #29417 (Chris Taylor) Disband Prod Entirely
Thank you for your letter. It is not recommended by the Club Racing Board to disband Production.

Strategic
1. #28222 (Joe Harlan) Idea for participation requirements
Thank you for your letter. The BOD is supporting the current proposal and will continue on this course for now.

STL
1. #29300 (Harley Kaplan) Request to Remove Rear Wheel Drive Penalty
Thank you for your letter. We will continue to monitor and collect data.

STU
1. #29446 (Peter Federlin) Sequential Shift Transmission Clarification
Thank you for your letter. The change you have requested would require a penalty.

T1
1. #27896 (Chris Edens) Turbo Miata Straight Line Help
Thank you for your letter. Letter writer will be running the car at Super Tours for data and the TAC will help ensure the car is selected for collection.

2. #28889 (Tim Horrell) Request to classify Porsche GT4 type 981
Thank you for your letter. Unfortunately the car is outside of the philosophy for T1.

T2
1. #28559 (Michael Moore) Request to allow other manufacturers of airboxes for E46 M3
Thank you for your letter. This car is competitive as classed. Parts like this one are generally not permitted in T2. Additional options like this one are not recommended at this time. The part is no longer out-of-stock.

2. #29037 (Kurt Rezzetano) 98-02 Camaro/ Firebird Updates
Thank you for your letter. The changes are outside the Touring philosophy.

3. #29038 (Kurt Rezzetano) 98-02 Camaro/ Firebird Suspension
Thank you for your letter. We are working to correct the disparities in T2 and to bring the outliers back into the T2 philosophy.

T3
1. #29047 (Angelica Sprehe) T3 Subaru BRZ Weight Break Request
Thank you for your letter. At this time, the TAC would like to see more data before considering any BOP adjustments.

T4
1. #28612 (Colin Koehler) Request FRS/BRZ Tire section width reconsideration to 235
Thank you for your letter. The data available on the FRS-BRZ shows that it is competitive as classed.

<u>Recommended Items</u>

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

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.

Prod General

1. #27417 (Jesse Prather) Alternate Brakes for Production

In Production, GCR section 9.1.5.E.7., Brakes Level 1 and 2, make changes as follows:

"a. ~~Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock.~~*Stock brake calipers and stock-size brake rotors may be used without penalty, as defined in the "Brakes Std." and "Brakes Alt." columns of a vehicle's spec line.*

b. Any other non-stock brake calipers and/or non-stock-size brake rotors may be used with a penalty of 2% of the base weight.

1. Non-stock brake calipers must have a max of 4-pistons and the caliper body must be made of ferrous or aluminum material. Calipers must be mounted in the same location and orientation as the stock positioning. Mounting brackets are unrestricted, but must be made of ferrous or aluminum material. Stock caliper mounting tabs may be modified or removed to facilitate caliper installation. In all other regards, non-stock brake calipers are unrestricted.

2. Non-stock-size brake rotors are unrestricted, provided they fit inside the max wheel limitations on a vehicle's spec line.

c. All brake rotors must be made of ferrous material, and can be cross-drilled and/or slotted. A two-piece hat and rotor design may be utilized, but the hat must be made of ferrous or aluminum material.
d. Alternate drums can be used, but must be made of ferrous or aluminum material, and be the stock diameter, width, and design.

~~b~~*e*. Cars fitted with rear drum brakes~~,~~ can convert to rear disc brakes *without penalty. Note that the "Brakes Std." and "Brakes Alt." listings on a vehicle's spec line do not prohibit a car that was fitted with rear drum brakes stock, from converting to rear disc brakes under this rule.* When converting from rear drum brakes to rear disc brakes:

1. Rear brake rotors *must be solid and* can be no larger in diameter than the largest permitted front brake rotor, *as defined on the vehicle's spec line.* ~~Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors cannot be cross drilled or slotted.~~

~~2. Rear brake rotor hats can be made of a ferrous or aluminum material.~~

~~3.~~*2.* Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material.

The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.

~~c~~*f*. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.

~~d~~*g*. Servo assists are unrestricted.

~~e~~*h*. Drum brake wheel cylinders are unrestricted.

~~f~~*i*. Brake pads and brake linings are unrestricted.

~~g~~*j*. Brake lines are unrestricted.

~~h~~*k*. The hand brake and its operating mechanism can be removed.

~~i~~*l*. ~~Brake Ducting~~ *Brake air ducts can be fitted. Front duct inlet(s) cannot extend to the side beyond the center-lines of the front wheels, or beyond the forward most part of the front bodywork/air-dam. Rear duct inlet(s) must face forward, cannot extend to the side beyond the center-lines of the rear wheels, or be located more than 24" forward of the rear axle center-line.*

~~1. Brake air ducts can be fitted.~~

~~2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.~~

~~3. Rear brake duct inlet(s) must face forward, they must be located no more than 24" forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.~~

m.~~4.~~ Backing plates and dust shields are unrestricted."

Taken Care Of

EP

1. #29114 (Kevin Koelemeyer) In Favor of 4 piston caliper
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

FP

1. #29169 (Perry Simonds) Favors brake upgrade
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

Prod General

1. #27524 (Brett Whisenant) Modernizing Production Class Brake Rules
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

2. #27803 (Michael Sperber) Support for Modernization Of Prod Brake Rules
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

3. #27852 (Dave Stephens) Request to Allow Modernization of Prod Brake Rules
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

4. #28743 (Sam Halkias) Request Alternate Front Brakes
Thank you for your letter. Please see response to letter #27417 in current Fastrack.

5. #29126 (Chris Schaafsma) Production Brakes

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

T2

1. #28513 (William Moore) Stop Tech Brakes-2014 Camaro T2

Thank you for your letter. The category rules were already changed to allow 2 piece rotors on T2 cars.

What Do You Think

None.

RESUMES

1. #28186 (Michael Spencer) Interested in Serving on the ITAC

Michael Spencer has been added in the ITAC.

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

DATE: September 20, 2020
NUMBER: TB 20-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
F5
1. #29453 (Wiley McMahan) Request to Update Suzuki Engine Years for F500
In the F500 engine table, update as follows:
"Suzuki GSXR600 (03-~~13~~*19*)"

FC
1. #29475 (Brandon Dixon) Urgent: SCCA PE3 map unsuitable
In FC, GCR section 9.1.1.B.16.j, clarify as follows:
"ECU: The Pectel T2 or the Performance PE-3 unit is required. The current specification SCCA Club map or 2013 Pro map as published by SCCA is required. The SCCA Club and 2013 Pro map are available on the SCCA website. *Competitors are reminded to ensure that the maps available on the SCCA website are those which are loaded in their respective ECUs for SCCA competitions. Competitors are further reminded that the appropriate sized ZETEC restrictor for SCCA is 1.340.*"

FE
1. #29445 (Robey Clark) FE Gurney Flap Spec Update
In GCR section 9.1.1.I.2.F.g, clarify as follows:
"Gurney flaps are permitted as an option for installation on the trailing edge upper surface of the front wing secondary elements only, not the wing main plane. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. ~~Total height is~~*Only* .500" *+/- .030" flaps are allowed*."

In GCR section 9.1.1.I.2.F.h, clarify as follows:
"Gurney flaps are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. ~~Total height is~~*Only* .250" *+/- .030" flaps are allowed* on one or both elements."

GCR
GCR
1. #29374 (Paul Gauzens) Reduce Redundancy - GCR 5.12.1.B.2. & 3.
In GCR section 5.12.1.B.2., make changes as follows:
"2. Notice of Probation *and/or Suspension*"

"The name(s) of anyone placed on probation*, or whose competition privileges were suspended,* must be faxed or emailed to the Road Racing Department on Monday following the event."

In GCR section 5.12.1.B.3., remove from GCR:
"~~3. Notice of Suspension~~
~~The name(s) of anyone whose competition privileges were suspended must be faxed or emailed to the Road Racing Department on Monday following the event. Required information includes the name, member number, event date/location, and the name of the Chairman SOM. The appropriate paperwork and suspended license must be sent with the Observer's Report.~~"

Grand Touring
GT2
1. #29219 (Grand Touring Committee) rescind GT2 stock car bodies removal
In Appendix L, TA2, GCR Section 4.8.4.2.1., change as follows:
"Cars in the class must use 1997 through current year commercially available stock car bodywork. The following make/model bodies are allowed:
~~All Stock Car bodies are being removed from GT2 in 2021.~~"

2. #29447 (Butch Kummer) E&O Typos in Appendix L
In GCR, Appendix L, 4.8.4.2.10.3.6, renumber after .6, eliminating .17 - .19.

3. #29469 (Grand Touring Committee) GT2 wing width wording correction
In Appendix L. TA2, GCR section 4.8.4.2.10.2.3, add wing width as follows:
"The maximum wing width, including end plates, is ~~TBD~~*65 -5/16* inches."

Improved Touring
None.

Legends Car
None.

Production
1. #29458 (Brian Harmer) 84-87 Toyota Corolla HP Wheel Diameter Allowance Proposal E&O
In HP, Spec Lines, Toyota Corolla (84-87), change Wheels as follows:
"~~13~~*15* x 7"

Spec Miata
1. #29294 (Spec Miata Committee) Radiator E&O Clarifications
In SM, GCR Section 9.1.7.C.1.n., Cooling System, change as follows:
"2. Any aftermarket radiator (and mounting brackets) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install*, and servers no other purpose (ex. directing cold air to the airbox)*. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. *The top gap between the radiator core support and the radiator may be blocked.* At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. The fan shroud may be modified for installation."

"6. All *1990-1997* cars may install the upper radiator seal, p/n NA75-50-OK7A."

Strategic Planning
None.

Super Production
None.

Super Touring
None.

Touring
T2
1. #28659 (Carl Fung) Request 2018+ mustang swaybar update
In T2 Ford Mustang GT 5.0L (15-17), add sway bar part number to the notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E *or M5490-G*,"

In T2, Ford Mustang Ecoboost 2.3 (2015-), add sway bar part number to the notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E *or M5490-G*,"

In T2, Ford Mustang GT 5.0L (2018-), add sway bar part number to the notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E or *M5490-G*,"

T3
1. #27840 (Marty Grand) Request to Classify Honda Civic Type R in T3
In T3, classify the (2017-) Honda Civic Type R as follows, effective after 2020 runoffs:

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:
Honda Civic Type-R (2017-)	*86.0 x 85.9 1996*	*2700*	*20 x 9*	*245*	*3.62, 2.11, 1.53, 1.12, 0.91, 0.73*	*4.11*	*(F) 351 (R) 305*	*3350*	*HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential 41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster 52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; Alternate grill Cuztom Tuning FG-CIV16-V3-TR-BK allowed. Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 1000lb allowed. 36mm TIR required. Wheels up to 10" wide allowed with 50 lb. penalty. 1-piece rotor required.*

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
David Mead vs. SOM COA Ref. No. 20-05-NP
August 20, 2020

FACTS IN BRIEF

Following the Sunday, July 12, 2020, Group 4 race of the Portland Majors at Portland International Raceway, Chief Steward Jeffrey Niess filed a Request for Action (RFA) to investigate multiple contacts between Izzy Sanchez, driver of Touring 4 (T4) #68, and Lance Stewart, driver of T4 #101, in violation of GCR 6.11.1.A. through E.

The Stewards of the Meeting (SOM) Patrick Lundin, Gary Van Horn, and Ken Jones (Chairman) met to hear and rule on the RFA. The SOM ruled that both drivers were in violation of GCR 6.11.1.A. through D. and penalized each driver with a reprimand. Mr. Stewart was notified by U.S. Postal Service mail of the ruling and the penalty imposed.

Mr. David Mead, the Entrant of Car #101, disagreed with the ruling of the SOM and submitted an appeal stating Mr. Sanchez's penalty should be increased and Mr. Stewart's penalty vacated.

DATES OF THE COURT

The Court of Appeals (COA) Tom Campbell, Pat McCammon, and James Averett (Chairman) met on August 13 and 20, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from David Mead, received August 3, 2020.
2. Appellant's evidence and video links, received August 7, 2020.
3. RFA and Hearing documentation, received August 7, 2020.
4. A report of hearing details and video links from Chairman SOM Ken Jones, received August 17, 2020.

FINDINGS

Mr. Mead provided videos from two trailing cars with views of the incidents, along with a narrative describing the contacts. He acknowledged the late submission of the appeal and cited delayed receipt of notification, providing a copy of the postmarked envelope as evidence.

The SOM considered in-car videos from Car #68 and Car #49 (a following car) and interviewed both named drivers as well as two other drivers in the race. The SOM also obtained witness statements from F&C workers with views of the incidents.

The COA reviewed all available written and video evidence from the appellant and the Chairman SOM (CSOM), The COA finds Mr. Mead's appeal is timely due to delays in notification, but finds no compelling evidence to change the decision of the SOM. The SOM thoroughly examined the available evidence and reached a responsible decision. The SOM issued penalties within its authority, according to GCR 7.2. (Range of penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Mead'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
Martin Reiter vs. SOM COA Ref. No. 20-06-SE
September 15, 2020

FACTS IN BRIEF

Following the Saturday, July 25, 2020, Group 4 Hoosier Super Tour race at Michelin Raceway Road Atlanta, Chris Taylor, driver of B-Spec #34, filed a Protest against Martin Reiter, Improved Touring 7 (IT7) #76, for alleged violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road).

The Stewards of the Meeting (SOM) David Rollow, Sara Snyder, and Peter Olivola, Chairman, met to hear and rule on the Protest. The SOM determined Mr. Reiter was responsible for contact involving Mr. Taylor and H Production (HP) #95, driven by Charles Fullgraf. The SOM ruled Mr. Reiter violated unspecified sections of GCR 6.11.1. and penalized him with loss of all laps in the race. The penalty also incurred two penalty points on Mr. Reiter's competition license. Mr. Reiter appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Jack Kish, and Laurie Sheppard (Chairman) met on September 3 and 10, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and attachments, including video from Martin Reiter, received August 31, 2020.
2. In-car video from Car #19, received August 31, 2020.
3. Official Observer's Report and related documents, received August 31, 2020.
4. Witness statements from SOM members, received September 10, 2020.

FINDINGS

Mr. Reiter provided his in-car video along with a narrative describing the events from his perspective as shown in accompanying screen shots. He requested the COA review his video frame by frame and suggested the contact could have been avoided by the other drivers. He also stated he was fatigued from the race and the heat and felt he was rushed through the Protest hearing.

After viewing in-car videos from Car #76 and Car #19 (a following car), interviewing the three named drivers, and examining a witness statement from Turn 7 F&C workers, the SOM determined Mr. Reiter violated GCR 6.11.1. The COA reviewed the SOM's Hearing and Decision report and attachments, as well as Mr. Reiter's appeal documents and all available video. The COA also considered additional witness statements from the SOM regarding the timing and conduct of the hearing. The SOM reported that the hearing began more than an hour after the end of the race, Mr. Reiter was the last witness heard, and

he was given an opportunity to view both videos considered by the SOM and provide narration as desired. The COA notes Mr. Reiter's witness statement does not address his fatigue and finds insufficient evidence that he was prevented from receiving a fair hearing.

The COA agrees Mr. Reiter initiated an inside pass of Car #95 on the approach to Turn 7. Video from Car #19 shows Car #76's right front wheel locked up as he attempted to slow sufficiently for the right-hand turn. Car #76 slid past the turn in point and Car #95 tapped him from behind. Car #76 tracked to the outside edge of the track rounding the corner while Car #95 crossed to the inside, followed by Mr. Taylor in Car #34. Car #76 continued to turn sharply, moving toward center track and his right rear contacted Car #34's left front, followed immediately by additional contact with Car #95. Car #34 was forced off track into a barrier and was unable to complete the race.

The COA finds Mr. Reiter violated GCR 6.11.1.A. (Avoid contact between cars) and 6.11.1.D. (Obligation to safely complete a pass.) Mr. Reiter passed Mr. Fullgraf but in attempting to slow sufficiently for the turn, Mr. Reiter blocked Mr. Fullgraf's turn in. Mr. Taylor and Mr. Fullgraf provided room on the left side of the track exiting Turn 7. Contact occurred when Mr. Reiter moved toward the center of the track. The COA supports the SOM decision but encourages SOM courts to be specific when ruling on a violation of the GCR.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Reiter'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

SCCA Runoffs

JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 52
Moses Smith vs. SOM COA Ref. No. 20-01-RO
October 11, 2020

FACTS IN BRIEF

Following the Formula X (FX) race at the 2020 SCCA Runoffs at Road America, Jarret Voorhies, FX #15, and Paul Ravaris, FX #54, each protested Jason Vinkemulder, FX #10, alleging non-compliant rain tires were used during the race in an attempt to circumvent the rules. The Stewards of the Meeting (SOM) combined the two protests into a single hearing and decision. The protests cited 2019 General Competition Rules (GCR) 9.1.1.E.14.G. which states, "Any competitors deemed to have taken steps to circumvent these rules…to gain an advantage shall be immediately disqualified from that event."

The SOM, Paula Spencer, Jerry Wannarka, and Ken Blackburn, Chairman, met, heard witnesses, reviewed evidence, and ruled Mr. Vinkemulder's tires were compliant per the 2019 rules referenced by 2020 GCR 9.1.1.J.B.1. (Formula Mazda) and he did not attempt to circumvent the rules.

Moses Smith, entrant for FX #15, appealed the SOM ruling on behalf of Mr. Voorhies.

DATES OF THE COURT

The Court of Appeals (COA), Jack Kish, Michael West, and Laurie Sheppard, Chairman, met on October 11, 2020, to review, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter from Moses Smith, received October 11, 2020.
2. SOM Hearing Decision and Related Documents and Photos, received October 11, 2020.
3. In-person testimony from Mr. Smith, heard October 11, 2020.
4. In-person testimony from David Arken, Club Racing Board, heard October 11, 2020.
5. In-person testimony from Mr. Vinkemulder, heard October 11, 2020.
6. October 2019 General Competition Rules.
7. October 2020 General Competition Rules.

FINDINGS

The 2020 GCR in 9.1.1.J.B.1. requires Formula Mazda cars running in FX to comply with 2019 GCR 9.1.1.E. (Formula Mazda). The COA referred to the October 2019 version of the GCR to review section 9.1.1.E.14. (Tires and Wheels). The SOM provided ten photos of Mr. Vinkemulder's tires showing both the manufacturer's identifying markings and the tread pattern of the tires used.

Mr. Smith testified the tires Mr. Vinkemulder purchased from Goodyear did not meet the intent of the rule, which he believed was to restrict rain tires to a harder compound manufactured and sold only as a rain tire. The COA confirmed with a well-known manufacturer's representative their rain tire compounds are softer than their slick tire compounds. Mr. Smith also stated the tires on FX #10 are not rain tires; rather they are "intermediate" tires – a term not defined in the GCR. Mr. Vinkemulder testified that Goodyear sold the tires as a rain tire.

In both the 2019 and 2020 GCR, Appendix F. (Technical Glossary) defines rain tire as "A racing tire intended solely for competition in wet conditions." David Arken, representing the Club Racing Board, reviewed the photos of the tires and the applicable rules. Mr. Arken agreed the photos depicted a rain tire. Per 2019 GCR 9.1.1.E.14.A.2. any rain tire may be used and 2019 GCR 9.1.1.E.14.F. states, "Rain tires may be used at any time." This latter rule also references hand grooved rain tires, indicating a hand grooved tire is allowed on a Formula Mazda.

The COA finds Mr. Vinkemulder's tires are rain tires and are compliant with 2019 GCR 9.1.1.E.14.A.2. (Rain tires – open) and 9.1.1.E.14.F. (Rain tires may be used at any time.) The COA must interpret the rules as written, regardless of the intent.

DECISION

The COA upholds the SOM ruling in its entirety. Mr. Smith'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

SCCA Runoffs

JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 37
Costa Dunias vs. SOM COA Ref. No. 20-02-RO
October 11, 2020

FACTS IN BRIEF

Prior to the start of the 2020 SCCA Runoffs, Peter Zekert contacted Ken Patterson, Race Director (RD), by email and requested permission to start the Grand Touring Lite (GTL) race without having any qualifying times. Mr. Patterson advised Mr. Zekert via return email a waiver would not be considered unless he participated in a qualifying session.

On Friday, October 9, 2020, after all qualifying sessions were completed, Mr. Zekert (GTL #45) arrived at Road America for the 2020 SCCA Runoffs and approached Mr. Patterson, requesting a waiver to race. Mr. Patterson explained Supplemental Regulations 5.11.1. does not empower the RD to issue a waiver to a competitor who does not post a qualifying time. Mr. Zekert protested the RD on Saturday, October 10, 2020, alleging violations of General Competition Rules (GCR) 2.1.7. (Acting in an unsportsmanlike manner), 2.1.3. (Acting fraudulently or prejudicially to the interests of the SCCA or the sport of automobile racing), and the second paragraph of the Covid-19 “Notice to Participants” at the top of the first page of the Supplemental Regulations.

The Stewards of the Meeting (SOM), Paula Spencer, Jerry Wannarka, and Ken Blackburn, Chairman, met, heard witnesses, reviewed evidence, and disallowed the protest stating the RD was consistent in applying qualifying requirements to allow competitors to start the race and had acted in accordance with the 2020 SCCA Runoffs Supplemental Regulations section 5.11.1. The SOM also found the RD had not acted in an unsportsmanlike manner and was professional and responsive during all communication with the protestor. Additionally, the RD did not violate any rights or privileges afforded competitors under the Covid-19 guidelines outlined in the Supplemental Regulations.

Mr. Zekert left the track without appealing the decision.

Costa Dunias, Assistant Race Director (ARD), was a named party in the Protest by Mr. Zekert. Mr. Dunias petitioned the Court of Appeals to exercise their authority through the appeals process to investigate and elaborate on the SOM ruling, particularly with regard to allegations of wrong-doing by the RD and ARD.

DATES OF THE COURT

The Court of Appeals (COA), Jack Kish, Pat McCammon, and James Averett, Chairman, met on October 11, 2020, to review, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter from Costa Dunias, received October 11, 2020.
2. SOM Hearing Decision and Related Documents, received October 10, 2020.
3. In-person and "Zoom" testimony from Mr. Dunias, heard on October 11, 2020.
4. Telephone testimony from Mr. Zekert, heard on October 11, 2020.

FINDINGS

The COA affirms the RD and ARD correctly, properly, and consistently applied 2020 Supplemental Regulation 5.11.1. in all instances. The Race Director did not violate the Covid-19 protocols set forth in the 2020 Supplemental Regulations. Mr. Zekert chose to attend and, in so doing, agreed to abide by the 2020 Supplemental Regulations. The Race Director's decision and actions were extended in a professional and courteous manner and were not unsportsmanlike. The Race Director's decision and actions were not prejudicial to SCCA, Mr. Zekert, or the sport of automobile racing.

The affirmation stated above is based on the following facts and findings:

Mr. Zekert specifically named Mr. Dunias by name, by 2020 official title, and by 2019 official title in his protest. Therefore, the COA determined Mr. Dunias had standing to file an appeal. The COA also ruled Mr. Dunias' appeal to be timely based on Mr. Dunias' need to address issues and concerns in support of this event not associated with this particular issue. In his appeal, Mr. Dunias explained, "After the [2019 SCCA Runoffs] we debriefed and focused on the waiver process as we were not happy with the wording. We made a small but significant change to the wording to make sure everyone had at least one qualifying lap before we even considered a waiver, to be sure we had seen the car on track and that the competitor had made a good faith effort to attend and qualify."

On September 17, 2020, Mr. Zekert first contacted Mr. Patterson via email regarding eligibility requirements for starting the GTL race at the 2020 SCCA Runoffs to be held at Road America. Mr. Zekert requested permission to start the race without running any qualifying laps. Mr. Patterson, in a written email reply, informed Mr. Zekert he would have to participate in a qualifying session to provide a basis for granting a waiver. 2020 Supplemental Regulation 5.11.1 and 2020 GCR 6.4.2.E. (Establishing the Race Grid) are cited below for reference. The COA notes 2020 Supplemental Regulation 5.11.1. significantly reduces the RD's authority for permitting a non-qualifier to start a race.

2020 Supplemental Regulation 5.11. reads:

> "5.11. Eligibility for a Race Start: Competitors must qualify within 115 percent of the fastest qualifying time in the competitor's class in order to be eligible to start the race ("eligibility window").
>
> > 5.11.1. Competitors who qualify outside the eligibility window must have the Race Director's permission to start the race. The Race Director may waive this requirement in his sole discretion upon request. Requests for the waiver must be submitted to the Race Director within 30 minutes of the posting of the race grid."

2020 GCR 6.4.2.E. states, "The Race Director or Chief Steward may waive this requirement and may allow non-qualifiers to grid behind qualifiers." The COA acknowledges the significance of omitting the words, "and may allow non-qualifiers" from the 2020 SCCA Runoffs Supplemental Regulations.

The COA also notes the addition of "Competitors who qualify outside the eligibility window must have the Race Director's permission to start the race" in the 2020 Supplemental Regulations restricts the waiver process to competitors who post a qualifying time that is outside the "eligibility window".

Supplemental Regulation 5.11.1. overrides the GCR at this event and prohibits a competitor with no qualifying laps from starting the race. The COA determined that if the RD allowed a driver to start without any qualifying laps, the RD would be in violation of 5.11.1.

Mr. Zekert arrived at Road America on Friday, October 9, 2020, the day after all GTL qualifying sessions were completed and well after the 30-minute window for requesting a waiver closed. Mr. Zekert visited the RD and ARD, and had multiple lengthy discussions (at approximately 9:45 AM, 11:00 AM, and 3:00 PM) with both gentlemen, asking permission to start the GTL race from the back of the field. He was consistently and repeatedly told he could not start in accordance with Supplemental Regulation 5.11.1. because he had no qualifying laps.

Mr. Zekert acknowledged in his protest having received the email sent by the RD on September 17, 2020, but, stated he thought the RD was simply being "politically correct," was just kidding, and would allow him to start the GTL race. Mr. Zekert also stated he thought he should be able to start the race as he had in the past (2019) with no qualifying laps (time). In his protest, Mr. Zekert inferred he was being denied the opportunity to race because of who he was. That is, he was being singled out for unfair treatment. The COA notes that is not the case. Two other competitors made the same request to the RD (permission to start their respective races without posting a qualifying time) and in each case their requests were denied. The RD relied on 2020 Supplemental Regulation 5.11.1. in arriving at his decision for each request. The treatment afforded Mr. Zekert was fair, professional, compliant with the rules, and consistent with the treatment afforded all other 2020 SCCA Runoffs competitors.

Following review of the evidence and testimony, the COA determined the SOM exercised due diligence in arriving at their decision. The COA also notes that Mr. Zekert failed to heed the RD's and ARD's multiple communications stating he would not be allowed to start.

DECISION

The COA upholds the SOM ruling in its entirety with the additional clarifying references above. The COA further rules the RD and ARD acted properly in applying the rules elaborated above. Mr. Dunias' appeal is well founded.

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

CLUB RACING BOARD MINUTES | November 3, 2020

The Club Racing Board met by teleconference on November 3, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #28308 (Kevin Smith) Request for Aftermarket Front Upper Control Arms

Thank you for your letter. The committee is always looking for ways to reduce the cost of building and operating AS competition vehicles. We are currently looking at many "off the shelf" components to aid in this goal. If you can help provide options for your car as well as other classified cars, your help would be greatly appreciated and reviewed. Specific suppliers and P/Ns would be very helpful.

2. #28428 (TIM KEZMAN) Weight Reduction for Limited Prep

Thank you for your letter. Please review, as we will, the current weights and let us know if there is any discrepancies that need to be addressed.

3. #28477 (Mark Morhaus) Request header for 4th Gen Camaro

Thank you for your letter. The detailed information and links are appreciated. The CRB has discussed various ways of balancing the performance and cost of building AS limited preparation cars. Along with camshafts, headers are always a viable option for performance improvement. Since headers can vary dramatically in cost and performance gain we feel options need to be limited and equal amongst all the classified cars. Your input is greatly appreciated and any further details on specific headers to be considered would also be greatly appreciated.

4. #29120 (Kyle Jones) Alternate Engine for AS Full Prep

Thank you for your letter. The CRB has been discussing options for a replacement cylinder head and the implementation of a potential replacement. It is a major concern of the committee and your input is always welcome. Please continue offering your input and suggestions. We hope to have available alternatives for the 2021 season and an implementation strategy for any alternative.

5. #29121 (Kenneth Felice) Cylinder Head Availability

Thank you for your letter. The CRB has been discussing options for a replacement cylinder head and the implementation of a potential replacement. It is a major concern of the committee and your input is always welcome. Please continue offering your input and suggestions. We hope to have available alternatives for the 2021 season and an implementation strategy for any alternative.

6. #29125 (Kenneth Felice) Alternative Heads

Thank you for your letter. Please see letter # 29121 in current Fastrack.

7. #29212 (Kyle Jones) Re: 29120 -Alternate Gear Ratios for use with an Alternate Engine

Thank you for your letter. Please see response to letter # 29121 in current Fastrack.

8. #29222 (Jim Wheeler) Opposes REC item 28748
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of "off the shelf" brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

9. #29226 (Brian Himes) Do not approve brake rotor dia increase request
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of "off the shelf" brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

10. #29253 (Matt Regan) Opposes Brake rotor size
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of "off the shelf" brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

11. #29255 (Mark Muddiman) Request tubular rear trailing arm clarification
Thank you for your letter. Your observation and making the committee aware of this issue is appreciated. Clarification is being discussed.

12. #29256 (Mark Muddiman) Disagree with letter #28748 - rotor diameter
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of "off the shelf" brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

13. #29273 (Timothy White) Opposes 13
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of "off the shelf" brakes, the current limitation of rotor diameter excluded many of the

available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

14. #29360 (Ted Warning) Against Request for Max Rotor Diameter Change
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of “off the shelf” brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

15. #29418 (Jim Wheeler) R and A Compound Tires
Thank you for your letter. Please see response to letter # 29821 in the September Fastrack, which has been approved by the BoD.

16. #29462 (Jay Pistana) Opposition to Larger Brake Rotors
Thank you for your letter. The CRB reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of “off the shelf” brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

17. #29550 (Kenneth McVicker) Favors AS Brake rotor upgrade
Thank you for your letter. A weight adjustment has be considered by the ASAC and CRB, but at this time not applied.

18. #29556 (American Sedan Committee) Request Dodge Challenger Spec Line to include 2015-Present
Thank you for your letter. Inclusion of the newer cars was included in letter 29543 in current Fastrack.

19. #29578 (Jay Pistana) R-type Spec Tire Support
Thank you for your letter and support of the recommended tire rule. Letter # 29821 in the September Fastrack has been approved by the BoD.

20. #29704 (John Lechner) Opposed to Bigger Brake Rotors
Thank you very much for your input regarding the recently recommended change to the max. rotor diameter specification. The Adhoc Committee reviewed the decision to increase the rotor diameter at length. The discussion concluded, as many members indicated, that the current rotor size is sufficient. The tire size is the primary limiting factor currently. But review of many of the current suppliers of “off the shelf” brakes, the current limitation of rotor diameter excluded many of the available packages for the current cars. We recognize that some might be compelled to change their current brake systems, but hope the majority of competitors running current specifications, and 16 inch wheels, recognize it is not necessary to change their current hardware to be competitive. The primary objective of this change was to provide inexpensive options for competitors that provide effective brake capacity and high durability.

21. #29709 (Edward Zabinski) Mustang 4.6 Help
Thank you for your letter. In order to help improve the 4.6l competitiveness adjustments have been made while commonizing the specifications for the 05-14 Mustang. Please review the common specification line and continue to provide your input to the class.

22. #29711 (David Mead) Suggested Changes for AS Viability
Thank you for your letter. The ASAC has suggested a common specification line. Please review this change and continue to provide input to the Committee.

23. #29713 (David Mead) Remove Trick Flow Engine Kit TFS-K519-390-375 From Spec Lines
Thank you for your letter. We have recognized this error and is correcting the issue in the common specification for the 05-14 LP Mustang. Please refer to letter # 29824 in current Fastrack.

24. #29760 (Andy Schniedermeyer) Aluminum Heads
Thank you for your letter. The committee has been discussing options for a replacement cylinder head and the implementation of a potential replacement. It is a major concern of the CRB and your input is always welcome. Please continue offering your input and suggestions. We hope to have available alternatives for the 2021 season and an implementation strategy for any alternative.

25. #29804 (Michael Lavigne) Request for Competition Adjustment for Mustang
Thank you for your letter. We have made adjustments for the 5.0l engine while combining the specification lines for the 05-14 Mustang please continue to provide input after reviewing the common specification line.

FC
1. #29726 (John Bach) Spec Tire Thoughts
Thank you for your letter. The Club Racing Board appreciates your comments.

2. #29731 (DEAN KIRILUK) Opposes Formula Continental potential spec tire - PLEASE NO
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #29732 (Bruce Harrington) Opposes Spec tire
Thank you for your letter. The Club Racing Board appreciates your comments.

4. #29733 (Hunter Poole) Thoughts on a Spec Tire
Thank you for your letter. The Club Racing Board appreciates your comments.

5. #29734 (Nolan Allaer) Opposes Spec Tire Opinion
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #29737 (John Sakamoto) Thoughts for Spec Tire Discussion
Thank you for your letter. The Club Racing Board appreciates your comments.
7. #29739 (B.J. Harrington) Opposes Spec tire
Thank you for your letter. The Club Racing Board appreciates your comments.

8. #29748 (Robert Allaer) Spec Tire Again

Thank you for your letter. The Club Racing Board appreciates your comments.

9. #29820 (Doug Brown) Spec Tire in FC/CFC
Thank you for your letter. The Club Racing Board appreciates your comments.

P2

1. #29746 (Craig Farr) Increasing P2 Participation
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

2. #29764 (Tim Day Jr.) Request to Consider Separate Formulas to Achieve Parity in P2
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

3. #29770 (Vaughan Scott) Split Off New Bike Motors, Adjust Restrictors, Correct K20A Pace
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

4. #29775 (Keith Carter) Data Collection and Analysis
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

5. #29792 (Eric O'Brien) P2 Spec Line/Radical Competitiveness
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

6. #29793 (Paul Decker) P2 Spec Line Car Restrictors
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

7. #29811 (Robert Kazen) Request Action to Increase Participation in the Prototype 2 Class
Thank you for your letter. Please see the response to letter #29822 in this Fastrack's Technical Bulletin.

Strategic

1. #29657 (Tyler Quance) Spec Miata Runoffs Wednesday Qualifying Session
Thank you for your letter. The CRB understands your concerns and will share your letter with the Executive Stewards. The CRB supports the decision of the Race Director.

GT3

1. #29560 (Michael Heintzman) GT3 4-valve SIR Size Increases Concern
Thank you for your letter.

2. #29667 (Michael Heintzman) Addendum to Letter #29560
Thank you for your letter. Please see response for Letter 29555 in current Fastrack.

IT General

1. #28819 (John Budrevic) Request for vehicle Classification
Thank you for your letter. ITE is a regional class operated under a number of rule sets at regional levels, not a national one controlled by the ITCS. This car is certainly a candidate for catchall rules like ITE, SPO, etc., however does not fit the IT philosophy or performance envelopes.

The Author is in Gainesville, FL, putting him in the SEDIV. Rules for their club racing regional classes can be found on the divisional website sedivracing.com. SEDIV offers SPO for turbocharged cars like this one but it would not meet the safety requirements of production or GT that the category requires. The direct link is as follows: https://drive.google.com/file/d/1AltjwB8ZaEbIT5Ctkb5dLScUeFXojudW/view

ITB

1. #29482 (Gregg Campbell) Clarification Maximum Allowable Wheel Rim and Tire Section Widths
Thank you for your letter. Wider wheels were allowed in IT classes where the existing wheel sizes and tire offerings are or were becoming rare, and similar but common wheel sizes existed (i.e. 14 or 15x6 to 15x7). In order to limit the overall performance benefit of this allowance over existing wheels, the maximum tire size was set lower on the newly allowed (larger) widths than on the legacy (smaller) width wheels. Wheel widths are stated as "MAX" meaning that the tire section limits are for all wheels up to that width but no larger (e.g a 6.1" wide wheel would be treated as a 7" wheel in ITB).

Prod General

1. #29510 (Anthony Parker) Against Proposed Production Brake Rules
Thank you for your letter. The CRB does not recommend any further modifications to the currently proposed changes to the brake rules, but your concerns will be passed along.

2. #29541 (Sam Halkias) Support for Brake Proposal with One Concern
Thank you for your letter. The first line in the proposed changes to the brake rules was specifically designed and worded to protect the continued use of all currently approved brake packages without any weight penalty, as listed in the "Brakes Std." and "Brakes Alt." columns of a vehicle's spec line. So if your vehicle already has an alternate package specified in the "Brakes Alt" column of its spec line, then its continued use would absolutely still be permitted without any weight penalty.

SM

1. #29365 (Michael Kamalian) Front Hub addendum to letter 29331
Thank you for your letter. See response to letter 29331 in current Fastrack.

2. #29464 (Cord Bauer) Bauer Limited Production copy Extended Lower Ball Joints
Thank you for your letter. At this time the only legal ball joint alternative is the Bauer extended ball joint. Any other non OEM extended ball joint would not be legal without going through the approval process through the SMAC and CRB.

STU

1. #29474 (Alan Orban) Request rule clarification
Thank you for your letter. Bolt on flares are allowed within perimeters established in GCR.

Not Recommended

AS

1. #28360 (Brian Himes) Request for AS Engine Build Sheet Adjustment
Thank you for your letter. The committee is always looking for ways to reduce the cost of operating AS competition vehicles. We are currently considering modifications to the current engine rules. The maximum overbore is one area being considered for increasing the useful life of the current blocks. Your input is helpful in making decisions regarding these future changes.

F5

1. #29570 (Jim Murphy) Request to Increase the Wheelbase

Thank you for your letter. The Club Racing Board does not recommend this change because it would effectively require competitors to lengthen the wheelbase of all existing cars. Please see the response to letter #27420 in the October 2019 Fastrack Minutes.

2. #29758 (S. Jay Novak) Class Participation
Thank you for your letter. The Club Racing Board does not recommend these changes. At the 2020 Runoffs at Road America, a two-cycle car qualified second fastest (0.096sec off pole position), set the fastest lap of the race (by 0.152sec), and finished 0.584sec behind the winning car. Please see also the responses to letters #28677 and #28673 in the April 2020 Fastrack Minutes, letter #28068 in the February 2020 Fastrack Minutes, and letter #27515 in the December 2019 Fastrack Minutes.

FA

1. #29642 (DAVID OLEARY) Request to re-think FB in FA
Thank you for your letter. The Club Racing Board does not recommend these changes. The F1000 pole position time at the 2013 Runoffs (2:04.786) compares favorably with the FA pole position time at the 2020 Runoffs (2:04.274), and the current rules also permit modification of F1000 engines in FA. Please see the responses to letter #27319 in the January 2020 Fastrack Technical Bulletin and letter #28162 in the April 2020 Fastrack Technical Bulletin.

P1

1. #29533 (Ed Dickinson) 13B Peripheral Port Rotary Restrictor
Thank you for your letter. The Club Racing Board does not recommend this change. Balance of Performance (BoP) adjustments are used to bring an engine platform in line with other platforms' rate of acceleration in a speed range before aerodynamic drag has a significant effect. BoP adjustments are not used to equalize lap time performance or ensure overall competitiveness, and the Club Racing Board does not adjust power or minimum weight to balance differing chassis configurations. Data obtained during the 2019 U.S. Majors season shows that the Mazda 13B's performance is fully in line with and at no disadvantage to other engine platforms' rate of acceleration, so removal of the 13B's inlet restrictor is not warranted. Please see the responses to letter #25759 in the January 2019 Fastrack Minutes and letter #27736 in the December 2019 Fastrack Minutes.

2. #29621 (Johnnie Crean) Request to reduce horsepower of DP02 and FA conversions
Thank you for your letter. The Club Racing Board does not recommend these changes. The competitiveness of the Elan DP02 and FA conversions is not the result of a better power-to-weight ratio than other P1 platforms. On-track data obtained during the 2020 U.S. Majors Tour season and the 2020 National Championship Runoffs confirms that the acceleration rates of the 2.5 liter Elan DP02 and 1.6 liter FA conversions are fully in line with and have no advantage over the acceleration rates of other P1 engine platforms, so a reduction in power is not warranted.

3. #29683 (Keith Carter) P1 Weight Reduction
Thank you for your letter. The Club Racing Board does not recommend this change. On-track data obtained during the 2020 National Championship Runoffs confirms that the 1.0 liter platform's rate of acceleration is fully in line with and at no disadvantage to the acceleration rates of other P1 engine platforms, so a 50lb. weight reduction is not warranted.

4. #29756 (Kevin Kloepfer) Elan DP02 IMSA-spec sealed engine
Thank you for your letter. The Club Racing Board does not recommend this change. The sealed IMSA-spec 2.0L engine is not within the P1 performance envelope. In the U.S. Majors Tour event at Sebring, an Elan DP02 using the sealed engine qualified more than 11 seconds off the pole position time of a DP02 equipped with a modified engine, and at the 2020 Runoffs a DP02 using the sealed engine failed to qualify within 115% of the fastest P1 qualifying time and did not improve on its grid time after receiving a waiver for the race.

P2

1. #29685 (Keith Carter) Monobloc Calipers

Thank you for your letter. The Club Racing Board does not recommend this change. The P2 class is intended to be a relatively low cost sports racing class, and certain technologies are restricted to further this goal. While the cost of these technologies may be somewhat lower now than at the inception of the class, revising the rules to allow them would set the standard and create a perception that they are necessary in order to be competitive, which would ultimately raise the cost of participation for all competitors in the class.

GCR

1. #29478 (Laurie Sheppard) Race Winner in a timed race

Thank you for your letter. Current rules are adequate as written. The circumstances that created this incident were caused by an operational error during the race.

2. #29489 (Jim Murphy) Better Flexibility for Split Starts

Thank you for your letter. GCR Section 6.5.5. allows the flexibility to do what you propose.

GT1

1. #29581 (Michael Seay) Request weight reduction for 23 degree heads

Thank you for letter. There are many options for better performing cylinder heads in this class and we do not recommend a weight break for the 23 degree cylinder head.

IT General

1. #28983 (Ron Munnerlyn) Request to allow 1.6 Miatas in ITA convert to 94-01 differential

Thank you for your letter. Your request is not within the class philosophy. IT does not allow modification or replacement of major components of the vehicle such as the differential carrier /rear end. Differentials are available that fit the 1.6L NA Miata's (e.g. Kaaz, OS Giken), where many cars classed in IT must resort to modified OEM or very rare and hard to find differentials. This is part of the "warts and all" philosophy that keeps the IT rules simple and limited. Allowing such a modification opens the door to similar such changes across the range of IT classifications and potentially cascading requests for other cross-platform bolt-ons. That is unwanted, the change is inconsistent with the class philosophy, and the justification for the change isn't even a real problem for the car.

No one requests a "no performance advantage" item because it has no performance benefit. The CRB does not recommend this allowance.

HP

1. #29637 (Jason Stine) Request Competition Adjustment for HP Spridget

Thank you for your letter. The CRB does not recommend any changes at this time. A fair amount of data has been collected on front running HP L1/L2 1275cc Spridget's over the past several years, and its performance and lap time potential on a majority of tracks appears to be within the expectations of HP. Its performance will continue to be monitored.

Prod General

1. #29498 (Aaron Johnson) Support Letter 27417 Except 6 Piston Front 4 Piston Rear Calipers

Thank you for your letter. The CRB does not recommend expanding the number of pistons on alternate calipers to 6. The responses to the distributed survey were overwhelmingly in favor of limiting caliper piston count to a max of 4. Market research has also shown that quality 4-piston alternate calipers are quite plentiful, while on average the pricing of similar 6-piston calipers increases.

SM

1. #28806 (Tom Sager) 2nd request for '94 - '97 weight reduction
Thank you for your letter. The SMAC does not currently recommend this change at this time. SMAC/SCCA have a plan in place to gather more data on all model year cars and will continue to monitor entries, finishing results and the data we collect throughout the season.

2. #28807 (Tom Sager) Supporting spreadsheet for letter 28806
Thank you for your letter. The SMAC does not currently recommend this change at this time. SMAC/SCCA have a plan in place to gather more data on all model year cars and will continue to monitor entries, finishing results and the data we collect throughout the season.

3. #29040 (Marc Cefalo) competition adjustment on spec line for Na1.8
Thank you for your letter. The CRB does not see this as a viable parity resolution path.

4. #29063 (Marc Cefalo) Coil-over Sleeve Trimming
Thank you for your letter. The CRB does not feel this is a necessary change at this time.

5. #29331 (Michael Kamalian) Alternate Front Hubs
Thank you for your letter. The CRB can not weigh in on this topic at this time. More testing and information is needed to make a decision.

6. #29542 (Justin Coker) Remove Corresponding VIN to Engine/Chassis Modification
Thank you or your letter. The CRB has addressed this request multiple times over the years and do not believe it fits with the class philosophy.

7. #29691 (Sean McAuliffe) Request to Limit Tires
Thank you for your letter. SMAC very recently put out a WDYT to the community about limiting times and the community overwhelmingly did not support a tire limiting program once the details of how it could/would be implemented were identified.

STL

1. #29521 (Richard Astacio) Tire for Spec Mx-5 Challenge
Thank you for your letter. Toyo tires are part of the Spec MX-5 Challenge ruleset.

STU

1. #29511 (Mark Crellin) Request for Dive Planes
Thank you for your letter. Your request is against class philosophy.

T2

1. #29468 (Tim Myers) Request to classify Audi TCR in T2 on street tires (180TW min.)
Thank you for your letter. We don't feel that the modification level of the TCR cars is a good fit in T2. Please consider running them in GTX.

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. #29821 (American Sedan Committee) Hoosier A7 compound tire exclusion
In AS, GCR section 9.1.6.D.6.b., tires, add as follows:
"*4. American Sedans may not compete or qualify on Hoosier A7 compound tires effective 06/15/2021.*"

2. #29825 (American Sedan Committee) Introduction of Crate Motors for 2021 season
In AS, GCR Section 9.1.6.F, add the following:
"*Implementation of "Crate Motor" options for Full preparation, Ford and General Motors produced cars is recommended for 2021 season.*

9.1.6.F. Engine build Sheets:
1. Full Preparation

(full prep verbiage)

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 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.

RPM limiters must be installed on Vehicles utilizing "Crate Motor" assemblies. RPM limits will be specified on vehicle specification lines. RPM limits must be demonstrated by the competitor upon request of SCCA official.

"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."

3. #29826 (American Sedan Committee) Introduction of restrictor plate for Full Preparation engines
In AS, GCR Section 9.1.6.D.1.c.1.c., add the following:

"*Effective March 1, 2021, all cars shall fit a 1/8 inch flat plate, sharp edge orifice, 4 hole restrictor between the Carburetor and insulator, All air entering the intake must pass through the restrictor plate. The center of the holes of the restrictor plate must be aligned within 3.0mm of the centers of the carburetor throttle plate holes. The max diameter of the holes is 39.0 mm. unless specified in the individual car's specification line. An additional base gasket, as described in section 9.1.6.D.1.c.1.a may be used.*"

In AS, GCR Section 9.1.6.D.1.f.1.e., add the following:
"*Engine RPM limiters must be installed on all vehicles. Maximum engine RPM is 7600. Individual vehicle/engine limits may be adjusted and would be specified on vehicle specification lines. RPM limits must be demonstrated by the competitor upon request of SCCA official.*"

In AS, GCR Section 9.1.6.D.1.f.2.e., add the following:
"*Engine RPM limiters must be installed on all vehicles. Vehicles equipped with Engine Management controllers, ECU, may utilize the internal ECU RPM limiter. Maximum engine RPM is 7600. Individual vehicle/engine limits may be adjusted and would be specified on vehicle specification lines. RPM limits must be demonstrated by the competitor upon request of SCCA official.*"

GCR
1. #29717 (Jim Rogaski) GCR Appendix D Need
In GCR, delete Appendix D in entirety.

GTX
1. #29508 (Chris Ludwig) GTX Fuel Injection Component Approval Request
In GTX, GCR Section 9.1.2.H.G.5, change as follows:
"GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted
362 cubic inch engines include~~:~~*, Engine Management is unrestricted.*
- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11"

ITR
1. #28914 (Harper Sharpe) Request Turbocharged Cars
In IT, GCR Section 9.1.3.D.3, insert the following and renumber following sections as follows:
"**3.** ***Turbocharged engines (only)***
The following rules are specific to cars equipped from the factory with turbocharged engines and classified in the ITCS. Section D.1 applies except where there are disagreements between section D.1 and these rules (e.g Exhausts and Intakes), in which event these rules take precedence.
a. The Turbo must be identical to the original stock turbo fitted from the factory.

b. Exhaust system shall remain as stock from the cylinder head to the turbo outlet. Exhaust system tubing after the turbocharger may be no larger than the factory exhaust tubing. Catalytic convertors may be removed.

c. All intake tubing from the air cleaner to the turbo and from the turbo to the throttle body including any intercooler(s) must remain stock or stock replacement parts. Stock air metering device must be retained in its original location and housing.

d. Engine control unit (ECU) and calibration (AKA tune or map) must remain stock, no aftermarket tuning, or alternate ECU Is permitted. Factory ECU updates such as those done in accordance with a recall or service bulletin from the vehicle manufacturer are permitted.

e. A port for measuring intake manifold pressure must be provided and available for scrutineering use. This port shall be capped or plugged when on track."

EP

1. #29529 (Ronald Earp) E Prod Valve Train Request
In Production, GCR Section 9.1.5.E.2.f.5, change as follows:
"Pushrods are unrestricted. Rocker shafts and/or shaft pedestals, when utilized in the stock system, can be replaced by alternate shafts and/or pedestals and are unrestricted. Valve rocker arms~~,~~ *and/or* rocker type cam followers *are unrestricted, but the* rocker ratios and*/or* ~~rocker/~~follower ratios must be stock."

Taken Care Of

Strategic

1. #29052 (Armen Megregian) Sunday Grp2 race at the June Sprints
Thank you for your letter. This has been referred to the event operations team.

2. #29352 (Tim Minor) Scca Pro Licence
Thank you for your letter. This had been referred to SCCA Pro Racing.

3. #29618 (Tim Linerud) Treatment of Peter Zekert
Thank you for your letter. Please see the November 2020 Court of Appeals and October 23, 2020 Board of Directors Minutes posted in Fastrack.

4. #29619 (David Ligon) Peter Zekert denided entry at the runoffs
Thank you for your letter. Please see the November 2020 Court of Appeals and October 23, 2020 Board of Directors Minutes posted in Fastrack.

5. #29623 (Tim White) Peter Zekert
Thank you for your letter. Please see the November 2020 Court of Appeals and October 23, 2020 Board of Directors Minutes posted in Fastrack.

6. #29633 (Peter Zekert) Runoffs Supps: Eligibility for a Race Start
Thank you for your letter. Please see response to letter 29695 in this edition of Fastrack.

7. #29695 (Jason Stine) Strict Enforcement of 115% Rule at Runoffs
Thank you for your letter. The CRB will work with the Race Director and event staff to finalize the supplemental regulations language prior to the 2021 Runoffs.

EP

1. #29517 (Kevin Koelemeyer) Support of Proposed Brake Rule Change
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

2. #29584 (Heikki Silegren) Favors alternate brakes in Production
Thank you for your letter. Please see response to letter #29516 in the current Fastrack.

FP

1. #29518 (Perry Simonds) Support of Brake Rule
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

2. #29525 (Stephen Simonds) Support for New Brake Rule
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

HP

1. #29571 (Bill Hingston) Supports alt brakes
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

Prod General

1. #29491 (Eric Prill) Support for Letter #27417 Production Brakes
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

2. #29516 (William Hubiak) Support for Changes to brake rule
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

3. #29519 (Eric Griesinger) Support of New Alternate Brake Rule
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

4. #29520 (Bill Lamkin) Support of Proposed Brake Rule
Thank you for your letter. Please see response to Letter #29516 in the current Fastrack.

5. #29538 (Mike Cummings) Opposition to Changes to the Brake Rules in Production
Thank you for your letter. Please see response to letter #29510 in current Fastrack.

6. #29568 (Mike Bachman) Opposed to Letter 27417 Production Brake Upgrade
Thank you for your letter. Please see response to letter #29510 in current Fastrack.

7. #29572 (John Faull) Opposes Alternate Brakes for Production
Thank you for your letter. Please see response to letter #29510 in current Fastrack.

8. #29587 (Jonathon Becker) Opposes proposed brake rules change for production
Thank you for your letter. Please see response to letter #29510 in the current Fastrack.

9. #29662 (Aaron Johnson) No Weight Penalty for New Brake Rule
Thank you for your letter. Please see response to letter #29510 in the current Fastrack.

T2

1. #29267 (ALI SALIH) Reevaluate BoP for T2 / E92M3
Thank you for your letter. Please see recent changes allowed in letter 28266 in current Fastrack.

2. #29651 (Ali Salih) Please Remove BBK Penalty From e92M3 Spec Line
Thank you for your letter. Please see recent changes allowed in letter 28266 in current Fastrack.

What Do You Think

ST General

1. #26402 (John Weisberg) Request to create a flat plate restrictor size/engine displ table
The Club Racing Board requests class stakeholder input on considered throttle body changes in the ST class. Please reply via the CRB letter log system.
    1. Should ST standardize a throttle body size per displacement? Or per class?
    2. Should individual throttle bodies be allowed in all STU engines with a weight penalty?

RESUMES

None.

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

DATE: November 20, 2020
NUMBER: TB 20-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 12/1/2020. 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. #29543 (American Sedan Committee) Request Additional Engine Options for Dodge Challenger Spec Line
In AS Engine Spec, Dodge Challenger (08-14) change as follows:
"Dodge Challenger (08-~~14~~*20*) Restricted Preparation 5.7L*, 6.1L, or 6.4L* V8 (Iron block, Aluminum heads), 2 valves/cylinder"

In AS Engine Spec, Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Iron block, Aluminum heads), 2 valves/ cylinder, change Weight (lbs.) (tire sizes are max):
"~~275 Tire: 3450~~ 295 Tire: 3500 *315 Tire: 3600*"

In AS Engine Spec, Dodge Challenger (08-14) change Notes as follows:
"Max. Wheel Size 18 X 10 12. 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. Compression Ratio: ~~10.5:1~~ *10.9:1* max; ~~Cylinder Bore, 3.9170 inches; Stroke, 3.5780 inches; Intake Valve Diameter, 2.050 inches; Exhaust Valve Diameter, 1.550 inches; Camshaft Lift @ Lobe, Intake (12.7 mm), Exhaust (11.3 mm), Camshaft Duration at .05 inches valve lift, (Intake, 188 degrees), (Exhaust, 205 degrees); Throttle Body Bore, 81 mm; Rocker Arm Ratio, 1.650:1. (Camshaft Lift tolerance .076 mm).~~ 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. 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*."

2. #29824 (American Sedan Committee) Rule simplification spec line communization
In AS, Spec Lines, remove the following Spec Lines:
Chevrolet/Pontiac Camaro & Firebird (93-02)
Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder
Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder
Ford Mustang GT (05-14) 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder
Ford Mustang Coupe GT HR 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder
Ford Mustang Coupe GT 5.0L DOHC (11-14) Restricted Prep. (Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS, Spec Lines, add Chevrolet/Pontiac Camaro & Firebird (93-02):

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet/Pontiac Camaro & Firebird (93-	*101.1*	*2.97, 2.07, 1.43, 1.00, 0.80, 0.62*	*13.1 x 1.27 Disc*	*3200*	*Max. Wheel Size: 17 x 9. 98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may*

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*		*or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50*			*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-TUET11009.* *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.*

In AS, Spec Lines, add Ford Mustang Coupe GT (05-14):

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
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*	*275 Tire: 3400* *295 Tire: 3450*	*Max. Wheel Size: 18 X 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either engine/trans may be used as an assembly. Max compression ratio, 11.2:1* *4.6L/5spd engine/trans:* *Cold Air Intake, Ford Racing Part M-9603-M463 or K&N 69-3523KP cold air intake may be used. 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/5spd engine assembly has a weight reduction of 300 lbs.* *5.0L/6spd engine/trans:* *56mm flat plate restrictor is required.*

B-Spec

1. #29483 (James Rogerson) Request clarification of B14 shock package for any and all cars

In B-SPEC, GCR section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or ~~the~~*any* B14 Bilstein shock ~~and~~ *or* strut ~~kit~~ with no modifications except as required for mounting. ~~Adaptors for mounting are permitted for~~ *Any part required to adapt* the B14*'s to the car* ~~kit, and these mounting adaptors~~ must be submitted for approval by the CRB *and added to the individual spec line*."

In B-SPEC, Fiat 500 (12-15) Spec Line, remove the following in notes:

"Allow Fiat suspension kit P5154820~~, Front main spring P5154821~~, Front damper assy with top mount P5154822, ~~Rear main spring P5154823,~~ Rear damper assy P5154824, Rear coil spring adapt kit P5154825, Header kit (cat delete) P5154829 allowed. Cold air intake allowed."

In B-SPEC, Ford Fiesta 5dr Hatchback (11-19) Spec Line, remove the following in notes:

"Effective May 01, 2020 36mm flat plate restrictor required. Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69-3530TS is allowed. ~~Allow Bilstein B14 suspension kit 47-167490.~~ Powerflex PFR19- 1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 is allowed. Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed. 4x100 bolt pattern wheel allowed."

In B-SPEC, Ford Fiesta 4dr Sedan (11-19) Spec Line, remove the following in notes:
"~~(Effective May 01, 2020~~ 34mm flat plate restrictor required.~~)~~ Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69- 3530TS is allowed. ~~Allow Bilstein B14 suspension kit 47-167490.~~ Powerflex PFR19- 1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 is allowed. Mazda front hub D651-33-06 and rear hub D651-26- 15XE allowed. 4x100 bolt pattern wheel allowed."

In B-SPEC, Honda Fit (09-12) Spec Line, remove the following in notes:
"Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, ~~Spring FR (325) 51401F23SA100, Spring RR (350) 52441F23SA300, Helper spring 52442FC4YA000, Spring spacer 52443FC4YA000,~~ 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 Bilstein B14 suspension kit 47-165854.~~"

In B-SPEC, Honda Fit (15-19) Spec Line, remove the following in notes:
"~~Effective May 01, 2020~~ 30mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, ~~Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 51402FC4YA00, Spring spacer FR 51403FC4YA00,~~ 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. ~~Allow Bilstein B14 suspension Kit 47-165854.~~"

In B-SPEC, Kia Rio 5-door/LX (12-19) Spec Line, remove the following in notes:
"40mm flat plate restrictor required. Allow AKSJ03-10-001 Damper Frt Assembly; ~~KSJ03-10-002 Spring _Eibach 0600.0225.500; KSJ03-10-003 Spring Spacer ;~~ AKSJ03-20-001 Damper-AST-Rear; ~~KSJ03-20-002 Rear Spring Eibach 0600.0250.500;~~ KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20-005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1."

In B-SPEC, Mazda2 (10-14) Spec Line, remove the following in notes:
"~~Allow coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-04-9350-07, Rear springs (ERS) 0000-04-9250-07,~~ 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, 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. Exhaust Header Kit (cat delete) HB.EM 60-404-S-SS or HP-MZD001is allowed. ~~Allow Bilstein B14 suspension kit 47- 167490.~~ Powerflex PFR19-1511BX2 rear suspension bushings allowed."

In B-SPEC, Mini Cooper Hatchback (R50) (02 - 06) Spec Line, remove the following in notes:
"Allow KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, ~~Bilstein B14 kit # 47-126916,~~ Vorshlag Mini R50/53 Camber Plates & Perches allowed. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Allow rear sway bar Progress #62.0210. ~~Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Mini Cooper (R56) (07-10) Spec Line, remove the following in notes:
"Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125.

Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. ~~Allow Bilstein B14 suspension kit 47-139060.~~ OBX header part #10-2101-2S permitted with a 40mm flat plate restrictor"

In B-SPEC, Mini Cooper Clubman (R55) (07 - 10) Spec Line, remove the following in notes:
"Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Mini Cooper (2011-13) Spec Line, remove the following in notes:
"Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. ~~Allow Bilstein B14 suspension kit 47-139060.~~ 40mm flat plate restrictor required."

In B-SPEC, Mini Cooper Countryman (R60) (11-13) Spec Line, remove the following in notes:
"40mm flat plate restrictor required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~ Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Mini Cooper Paceman (R61) (11-13) Spec Line, remove the following in notes:
"40mm flat plate restrictor required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~ Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Mini Cooper Clubman (R55) (11-15) Spec Line, remove the following in notes:
"40mm flat plate restrictor required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~ Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Mini Cooper Coupe (R58) (12-15) Spec Line, remove the following in notes:
"40mm flat plate restrictor required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker

molding shall be no less than 5 inches. 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. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. ~~Allow Bilstein B14 suspension kit 47-139060.~~"

In B-SPEC, Toyota Yaris (07-12) Spec Line, remove the following in notes:
"PTR04-52061 TRD Sport shocks permitted. PTR11-52070 TRD spring kit permitted. Speed sensor may be disconnected. Cold air intake K&N 69- 8612TFK is allowed. ~~Allow Bilstein kit 47-237834.~~ Rear Swaybar PTR11- 52071 is allowed. Allow Cusco Camber Plate 901 65R 015 for camber only adjustment."

In B-SPEC, Toyota Yaris (12-18) Spec Line, remove the following in notes:
"~~Bilstein B14 47-237834 kit is allowed.~~ Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed."

In B-SPEC, Toyota Yaris Sedan 2007- Spec Line, remove the following in notes:
"~~Bilstein B14 47-237834 kit is allowed.~~ Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed."

2. #29495 (B-Spec Committee) Cleanup of spec lines
In B-Spec Spec Line, remove the following:
"Chevrolet Sonic (12-19)"

In B-Spec Spec Line, change Toyota Yaris (07-12) as follows:
"Toyota Yaris *Hatch* (07-12)"

In B-Spec Spec Line, change Toyota Yaris Sedan 2007- as follows:
"Toyota Yaris Sedan *(*~~20~~07-*12)*"

Formula/Sports Racing
FE
1. #29689 (Robey Clark) FE / FE2 Spring Updates
In Formula Enterprises, GCR 9.1.1.I.2.H.b, change as follows:
"~~Front Springs: 600 lbs. ±25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011~~
~~Rear Springs: 1000 lbs. ±25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012 or~~
Front Springs: 800 lbs. ±25 lbs. Hypercoil Part # WM203013, Silver
Rear Springs: 900 lbs. ±25 lbs. Hypercoil Part # WM203014, Silver

~~Effective November 1, 2020, Part # WM203013 Front and Part # WM203014 Rear will be requiredfor FE2 and optional for FE.~~"

FF
1. #29673 (Nick Fuhs) Allow Optional Coolant Bleed Line to Correct a Known Problem
In GCR section 9.1.1.B.14.f.3, change as follows:
"The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished*, with the following exception: A pipe thread fitting may be installed at the top of the cylinder head with a return line to the swirl tower to allow any trapped air or overheated coolant to escape.*"

2. #29684 (Formula/Sports Racing Committee) Clarification regarding Honda LC1 ECU implementation date
In FF, GCR section 9.1.1.B.14.p.3, change as follows:

"The LC1 ECU supplied by HPD ~~will be~~*is* permitted ~~on a date to be determined~~*effective 12/1/2020* and must be used with a corresponding lambda sensor supplied by HPD. Implementation date is contingent on SCCA National office receiving necessary and sufficient quantities of support materials."

FX

1. #29674 (Formula/Sports Racing Committee) Update specifications for FormulaSPEED cars
In FX Table 1, FormulaSPEED (FS2.0) line, change the notes as follows:
"Must use sealed ECU map and sealed engine, FS2.0 sealed Ohlins TTX dampers, spec three-piece FS2.0 wheels with FS2.0 logo, and spec FS2.0 intake manifold. No part of the car may be altered from FS2.0 original parts, except for repairs that do not affect performance. ~~World Speed Inc. must provide complete specifications by 04/30/2020.~~ *Car must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads.*"

P2

1. #29822 (Formula/Sports Racing Committee) Balance of Performance adjustments effective 01-01-2021
In P2 Engine Table, Spec Line B.1, effective 01-01-2021 change restrictors as follows:

P2 Engine Table							
Spec Line	**Engine Series**	**Max. Displ. (cc)**	**Max Valves / Cyl.**	**Req'd Restrictor flat plate except as noted**	**up to 70in width / 70in-78.74in width**	**Min. Weight (Lbs)**	**Notes**
B.1	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha, Honda, BMW	1005		*35mm*		*2009 and newer Stock Engine 1025*	No modifications allowed on engines manufactured after 2008 model year.
				~~35~~ *37*mm		*2008 and older* Stock Engine 1025	
				~~34~~ *35*mm		*2008 and older* Modified Engine ~~1125~~ *1075*	

In P2 Engine Table, Spec Line E, effective 01-01-2021 change notes as follows:
"Group CN non-composite chassis with stock Honda K20A-FD2 must use stock Honda intake manifold with 64mm single throttle body with ~~55~~ *50*mm flat plate intake restrictor at 1500 lbs. minimum weight."

In P2 Table 1, FIA Group CN non-composite chassis spec line, effective 01-01-2021 change restrictor as follows:

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
FIA Group CN non-composite chassis		Stock Engine 1500 lbs. 2000cc max.	P2 Engine Table E Stock Honda K20A	Stock 64mm single throttle body with ~~55~~ *50*mm flat plate restrictor	FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. V de V Endurance Series permitted bodywork, rear diffuser, wing, wheels, and assisted shifting allowed. Must comply with all

					other P2 requirements. Competitors must have copies of FIA Group CN Technical Regulations and V de V Endurance Series Sporting and Technical Regulations in their possession and present them upon request.

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars spec line, effective 01-01-2021 change restrictors as follows:

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars see notes	94/54	Stock Engine 950 lbs. 1005cc max	P2 Engine Table B.1 *2009 and newer Stock Engine*	*37mm*	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except ~~M~~*m*inimum width is 55 inches.
			P2 Engine Table B.1 *2008 and older Stock Engine*	~~37~~ *39*mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025 lbs. 1005cc max	P2 Engine Table B.1	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	~~30~~ *33*mm	

In P2 Table 1, AMAC-AM5, Fox 2-Seater, Zephyrus, Decker 1/2 spec line, effective 01-01-2021 change restrictors as follows:

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
AMAC-AM5, Fox 2-Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900 lbs. 1005cc max	P2 Engine Table B.1 *2009 and newer Stock Engine*	*36.5mm*	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches.
			P2 Engine Table B.1 *2008 and older Stock Engine*	~~36.5~~ *38.5*mm	
			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	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	~~30~~ *33*mm	

SRF

1. #29688 (Robey Clark) SRF Shocks, Springs and Ride Height.
In SRF, GCR section 9.1.8.E.1.I, change as follows:
"NO MODIFICATIONS ALLOWED. *Only SCCA Enterprises sealed Penske shocks P/N 280396 shall be used. Only front spring P/N 280387 or P/N RO28037 shall be used. Only rear spring P/N 280390 shall be used.* ~~Effective May 1, 2020, o~~*O*nly the SCCA Bump Stop P/N 280407 may be used, with no modification of any kind. Bump stops are optional. If used, only one bump stop per shock is permitted."

"All shock absorbers must be sealed by *SCCA* Enterprises. Prior to sealing, the shock absorbers ~~will~~*shall* be rebuilt by *SCCA* Enterprises or its authorized rebuilders."

In SRF, GCR section 9.1.8.E.1.X, change as follows:
"c. Rear Springs: 412-429 lbs./in Enterprises P/N 280390~~ or previous Enterprises supplied part (ex.RO280388 or RO280389)~~."

"h. Shock Absorbers: *Only the* Penske shock P/N 280396 with spec valving shall be used as a sealed assembly, with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost. ~~Effective May 1, 2020, o~~*O*nly the SCCA Bump Stop P/N 280407 may be used, with no modification of any kind. Bump stops are optional. If used, only one bump stop per shock is permitted."

"i. Ground Clearance: Minimum is 2.75 inches measured at the frame on the front and rear axle lines with~~out~~ driver*, as raced*."

GCR

GCR

1. #29210 (SCCA Staff) Clarify wording under Roll Cage Basic Design Considerations
In GCR section 9.4.G.2., Basic Design Considerations, change as follows:
"2. No portion of the roll cage ~~may~~*shall* have an aerodynamic effect by creating a vertical force."

In GCR, Section 9.4.5.E.2., Basic Design Considerations, change as follows:
"2. No portion of the ~~safety~~ roll cage shall have aerodynamic effect by creating a vertical ~~thrust.~~*force*."

2. #29526 (SCCA Staff) Camber definition clarification
In Appendix F., Technical Glossary, clarify camber as follows:
"Camber – The angle of a wheel relative to true vertical. Negative camber implies that the top of the wheel is closer than the bottom to the car's centerline. *Camber is to be measured at each wheel without driver.*"

3. #29813 (SCCA Staff) 3.7.1 Divisional Championships
In GCR, Section 3.7.1. Division Championships, change as follows:
"Each Division will conduct an SCCA approved championship program for Runoffs invitations. The program must be submitted for approval to the Head of Road Racing or his designate by ~~October~~*December* 1st each year. Division Championship rules will be posted on the SCCA website."

General

None.

Grand Touring
GT2
1. #29380 (Gregory Bailiff) Request for Bigger Engine in Plymouth Breeze
In GT2, classify the Chrysler/Dodge/Plymouth engine as follows:

GT2 Engines - CHRYSLER/DODGE/PLYMOUTH

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	*87.5 x 101.0*	*2429*	*Alum, Crossflow*	*2*	*Unrestricted automotive type*	*1950*	

GT3
1. #29555 (Christopher Howard) Mazda MZR SIR Sizing
In GT3, GT3 Engines - MAZDA, MZR, change Fuel Induction as follows:
"~~31~~*32*"

In GT3, GT3 Engines - MAZDA, MZR/L5-VE, change Fuel Induction as follows:
"~~31~~*32*"

2. #29687 (Keith Gillespie) Request to Classify 1992-1997 Honda Prelude
In GT3 Cars - HONDA, classify Honda Prelude as follows:

GT3 Cars - HONDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Prelude	*1992-1997*	*2dr*	*FWD*	*104”*	

Improved Touring
IT General
1. #28898 (Robert Gary) Request to classify a 2003 Honda Accord
In ITR, Classify the Honda Accord V6 Coupe (03-05) and (06-07) as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Honda Accord Coupe V6 03-05	*6 Cyl SOHC (J30A4)*	*86.0 x 86.0 2997*	*3175*	
Honda Accord Coupe V6 06-07	*6 Cyl SOHC (J30A5)*	*86.0 x 86.0 2997*	*3225*	

ITA
1. #28868 (Jose De Miguel) Request to clarify ITA Civic Si 92-95

In ITA Spec Lines, 92-95 Civic EX, change as follows:
"Honda Civic EX Coupe/Sedan ~~VTEC~~ (92-95)"

In ITA, Spec Lines, 92-95 Civic EX, add to notes as follows:
"*D16Z6 Engine*"

In ITA, Spec Lines, 92-95 Civic Si, add to notes as follows:
"*D16Z6 Engine*"

Legends Car
None.

Production
1. #29409 (Samuel Neave) Weight Reduction for Datsun Roadster
In EP Spec Line, Nissan/Datsun SRL 311U Roadster, change Weight as follows:
"~~2000~~*1925*"

2. #29512 (Jeffrey Young) EP TR8 Adjustment
In EP Spec Lines, Triumph TR8 (78-81), change weight as follows:
"~~2600~~*2500*"

FP
1. #29515 (Matthew Miller) Request to Classify 1996-2000 Honda Civic EX
In FP, classify the Honda Civic EX (96-00).

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Honda Civic EX (96-00)	*2*	*1975 * 2024 ** 2074*	*4 cyl SOHC*	*75.0 x 90.0*	*1590*	*Alum*	*Alum*	*(I) 30.0 (E) 26.0*	*Fuel injection.*	*2620*	*1582 / 1582*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 262 Vented Disc (R) 200 x 41 Drum*		*56*	*Comp. Ratio limited to 12.0:1, Valve lift limited to .450".*

2. #29576 (Robert Heatwole) FAJS Carburetor
In FP,. GCR Section 9.1.5.E.1.b.1, add as follows:
"Where Weber carburetors are specified, Weber type carburetors can be substituted. Permitted Weber type carburetors are:
1. Solex

2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO
7. EMPI
8. FAJS

Where auto-type carburetor(s) are specified, permitted carburetors are:
1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. *FAJS*
~~9~~*10*. Zenith
1~~0~~*1*. Stromberg
1~~1~~*2*. SU
1~~2~~*3*. Rochester
1~~3~~*4*. Holley"

In FP, GCR Section 9.1.5.E.2.b.1, change as follows:
"Where Weber carburetors are specified, ~~a permitted~~ Weber type carburetors can be substituted. Permitted Weber type carburetors are:
1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO
7. EMPI
8. FAJS

Where auto-type carburetor(s) are specified, permitted carburetors are:
1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. *FAJS*

~~9~~*10*. Zenith
1~~0~~*1*. Stromberg
1~~1~~*2*. SU
1~~2~~*3*. Rochester
1~~3~~*4*. Holley"

Prod General
1. #29195 (Christopher Schaafsma) Mk2 VW Consistency and Cleanup of FP and HP Spec Lines
In Production, Spec Lines, Change as follows:
In FP:
"Volkswagen Golf
~~1.8~~*(GTI, GT, GL)*
(85-92)"

Weight: "~~1950~~*1900*"

In FP:
"Volkswagen Jetta
~~1.8~~*(GLI, GL)*
(85-92)"

Weight: "~~1950~~*1900*"

In HP:
"Volkswagen Jetta
~~1780~~*(GLI, GL)*
(85-92)"

2. #29406 (Ron Bartell) Correct Wording for Level 1 and Level 2 Induction Systems
In Production, GCR section 9.1.5.E.1.b.1, make changes as follows:
"All inducted air must pass through the venturi(s) of the car's carburetor(s). *Any carburetor(s) with restricted venturi(s) must retain such venturi(s) in the original location within the carburetor. The throttle plate, shaft location, and bore diameter (as measured at the throttle plate) shall remain as specified.* ~~Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed.~~ The number *and type* of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line. *In all other regards, standard and approved optional carburetor(s) are unrestricted.*

All single carbureted cars may fit a permitted optional carburetor. Where the use of one (1) 40 DCN, DCNF, IDF carburetor is specified, a permitted optional carburetor may be substituted. Permitted optional carburetors are:"

In GCR section 9.1.5.E.1.b.4, make changes as follows:
"Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing *(as measured at the throttle butterfly)* ~~and all dimensions of the throttle butterfly~~ must remain stock, *but* ~~. T~~*the* throttle body can otherwise be ported and polished. *The dimensions of the throttle butterfly must remain stock.* The throttle butterfly shaft shall not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no

smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and the injection point must be stock. Electronic fuel injection may be substituted for the stock type of fuel injection. In all other respects the fuel injection system is unrestricted."

In GCR section 9.1.5.E.2.b.1, make changes as follows:
"All inducted air must pass through the venturi(s) of the car's carburetor(s). Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number *and type* of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line. *In all other regards, standard and approved optional carburetor(s) must not be modified.*

All single carbureted cars may fit a permitted optional carburetor. Where the use of one (1) 40 DCN, DCNF, IDF carburetor is specified, a permitted optional carburetor may be substituted. Permitted optional carburetors are:"

Spec Miata
None.

Super Production
None.

Super Touring
ST General
1. #29640 (Jose De Miguel) Request clarification on wing measurement
IN ST, GCR Section 9.1.4.D.4.e, add the following:
"*Unless otherwise specified in the applicable rules the measurement of aero dynamic devices and reference areas shall include end plates but not include fasteners as long as the fasteners serve no other purpose. Fasteners may protrude no more than 1/2" from the mounting surface.*"

Touring
T1
1. #29898 (Club Racing Board) Changes to Corvette C8
In T1, Chevrolet Corvette C8, Z51 2020-, change as follows:
Max Wheel Size: "19 x ~~10~~*11*(f) 20 x ~~11~~*13*(r)"
Tire Size: "~~275~~*315* (f) ~~315~~*335* (r)"
Weight: "~~3650~~*3550*"

T2
1. #28266 (ALI SALIH) Request to Reevaluate T2 Spec Line for E92 M3
In T2, Spec Lines, BMW E92 M3 (08-14) change weight as follows:
"~~3525~~*3475*"

In T2, Spec Lines, BMW E92 M3 (08-14) change Notes as follows:
"The following aftermarket brakes are allowed with an additional 75lb penalty: StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX(F) and 355 x 35mm 4-piston caliper Part #83.160.0047.XX (R). Brembo Brake kit permitted: Front brake kit #1N2.8505A and rear brake kit #2P2.8033A. Alcon Brake Kit permitted: (F) part #BKF9751ZG70L 6-piston caliper

and (R) 4-piston caliper (R) part #BKR9856B20L. *AP Racing: Front Part Number 13.01.10038, Rear Part Number 13.01.10053 permitted.* Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. Any front swaybar front 32.2mm and 25.4 rear allowed. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount. OEM brake ducts may be used in the factory configuration and may serve no other purpose than the factory intent. ~~AP Racing: Front Part Number 13.01.10038, Rear Part Number 13.01.10053 permitted.~~"

2. #29486 (Andrew Wickline) Request for Parity Among Vehicles Including S550 Mustang
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04) Spec Lines, change Weight as follows:
"3425 w/~~50~~*53*mm flat plate restrictor) ~~3175 (w/45mm flat plate restrictor)~~ 3350 (w ~~55~~*58*mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)"

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13) Spec Lines, change Notes as follows:
"C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429 (LS3 only); fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech # 1015; Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only); HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted. LS2: ~~53~~*56*mm flat plate restrictor is required. LS3: ~~48~~*50*mm flat plate restrictor is required. The restrictor must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max."

In T2, Chevrolet Camaro SS/1LE (10-14) Spec Lines, change Weight as follows:
"~~3700~~*3625*"

In T2, Chevrolet Camaro, 1LE (2016-) Spec Lines, change Notes as follows:
"Part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed. OEM brake kit #23245471 allowed. ~~53~~*56*mm flat plate restrictor required. Springs up to 1200#/ in front and rear permitted. Swaybar kit (part number #84242386) permitted. Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted. Rear spring relocation to shock permitted. ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929."

In T2, Ford Mustang GT 5.0L (11-14) Spec Lines, change Notes as follows:
"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar

Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Front bushing kit M-5638-C permitted. ~~54~~*58*mm flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (15-17) Spec Lines, change Notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E or M5490-G, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. ~~52~~*55*mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted."

In T2, Ford Mustang GT 5.0L (2018-) Spec Lines, change Notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E or M5490-G, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8,Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. ~~50~~*53*mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted."

In T2, Dodge Viper SRT-10 incl. coupe (03-06) Spec Lines, change Notes as follows:
"If a hardtop is used, it shall be the detachable Autoform hardtop (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one ~~40~~*43*mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed:, Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed. Maximum front camber of -3.0 w/ Dodge Motorsports T1 suspension package allowed."

In T2, Porsche 911 / Carrera S 997.2 (09-12) Spec Lines, change Notes as follows:
"~~57~~*60*mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed. OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed."

In T2, BMW Z4M (06-08) Spec Lines, change Tire Size as follows:
"~~275~~*295*"

In T2, Porsche 911/ 997 (06-08) Spec Lines, change Weight as follows:
"~~3250~~*3200*"

T2-T4
1. #29531 (John Weisberg) Alfa Romeo 4C Launch Edition
In T3, Spec Lines, Alfa Romeo 4C (2015-), add to Notes as follows:
"*Launch Edition allowed*"

T4
1. #29752 (Tim Myers) Post Runoffs Feedback for T4
In T4, BMW 320i (14-15) Spec Lines, change as follows:
Weight: "~~3150~~*3100*"
Notes: "~~32~~*31*mm TIR required."

In T4, Ford Mustang V6 (05-10) Spec Lines, change Notes as follows:
"Notes- ABS (option code 552) allowed. FR3 Handling Pack #M-2007-FR3V6 allowed (kit does not need to be run in its entirety). The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Any springs max F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 22mm 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. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Any LSD permitted. Ford brake kit M-2300-D allowed. *Aftermarket header allowed.*"

In T4, Honda Civic Si (06-11) Spec Lines, change Notes as follows:
"The following items must remain stock: ~~shock/struts (including mounts), original wheels, and~~ transmission differential - unless specified below. Honda Factory Performance Suspension Kit #08W60- SVB-100 allowed. 55mm flat plate restrictor required. ~~Tokico HP shocks allowed (P/N- HE2986, HB2252, HB2251).~~ Eibach springs allowed (P/N 4031.140). *Aftermarket Shocks conforming to T4 rules allowed.* SPC Adjustable Control Arm - P/N 67466 permitted."
In T4, Honda Civic Si (14-15) Spec Lines, change Notes as follows:
"Transmission and Differential must be stock. Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed. 47mm flat plate restrictor required. Camber plates permitted. ~~Original wheels up to 18" maximum permitted.~~ SPC Rear Adjustable Control Arm – P/N 67467 permitted. Sway bars up to 32mm front and rear permitted. Springs allowed up to 700 pounds."

In T4, Mazda3 s (04-09) Spec Lines, change as follows:
Weight: "~~2550~~*2500*"
Notes: "ABS option allowed. Miata speedometer gear #M527-17-400A permitted. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. *Non-OEM limited slip differential allowed +25 lbs.* 32mm OEM style and configuration rear sway bar allowed. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. "

In T4, Mazda3 (14-18) Spec Lines, change Wheels as follows:
"18 x ~~7~~*7.5*"

In T4, Mazda RX-8 Base/R3/Sport/ GT (04-12) Spec Lines, change as follows:
Weight: "~~3125~~*3075*"
Notes: "Mazdaspeed radiator #0000-01-8501 allowed. Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Only Mazdaspeed front sway bar kit #0000-04-8302-AD and Mazdaspeed coil spring kit #QSEA34-01Z allowed. 60mm flat plate restrictor required. Alternate sway bar permitted, Progressive Technologies Part Number: 61-0543 *and 62.1152 allowed*. OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB."

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Bruce Shelton vs. SOM COA Ref. No. 20-07-NE
October 22, 2020

FACTS IN BRIEF
Following the Saturday, September 5, 2020, Group 2 race of the Labor Day MARRS Spectacular at Summit Point Motorsports Park, Thomas Paolino, driver of Super Touring Lite (STL) #134, filed a protest against Bruce Shelton, driver of Grand Touring Pinto (GTP) #11, for violation of General Competition Rules (GCR) 6.11.1.A. and 6.11.1.D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM) Lew Giesy, Larry Oliver, Jerry Wannarka, and Gene Kern (Chairman) met to hear and rule on the Protest. The SOM ruled Mr. Shelton did not drive to avoid contact when he left the racing surface to attempt to pass Mr. Paolino. In fact, Mr. Shelton lost control when getting back on the racing surface and contacted Mr. Paolino's car. The SOM upheld the protest, placing Mr. Shelton on a 3-event probation.

Mr. Shelton appealed the ruling.

DATES OF THE COURT
The Court of Appeals (COA) James Averett, Laurie Sheppard, and Pat McCammon (Chairman) met on October 6, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Bruce Shelton, received September 13, 2020.
2. Official Observer's Report and related documents and video, received September 24, 2020.
3. Video from Car #69 provided by Thomas Paolino, received September 24, 2020.

FINDINGS
Mr. Shelton requested the COA review all documents and video available to the SOM but provided no additional evidence. He contends the contact between GTP #11 and STL #134 was a racing incident. He also alleges Mr. Paulino turned into him and forced the contact.

The COA reviewed the original video evidence, witness statements, and SOM documentation, as well as rear-facing video provided by Jeremy Butz, driver of STL

#69, which was immediately ahead of STL #134. At the race start, STL #134's rearward facing camera shows GTP #11 directly behind, accelerating, and attempting a pass on driver's right of #134. As the race continues, both videos show #11, with 2 wheels off the racing surface, pulling next to #134. While alongside, #11 attempted to reenter the track and impacted #134's right rear quarter panel twice, causing #134 to spin. There is no indication #134 moved right while #11 was alongside.

The COA finds Mr. Shelton exceeded the track limits on driver's right while attempting to pass Mr. Paolino. Mr. Shelton was unable to complete the pass safely and upon reentering the track, he contacted STL #134. The COA affirms the ruling that Mr. Shelton violated GCR 6.11.1.A. (Avoid physical contact) and 6.11.1.D (Decision to pass another car and to accomplish it safely.) The penalty assigned against Mr. Shelton by the SOM is within the range of penalties specified in GCR 7.2.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Shelton's appeal is not well founded and his appeal fee will be retained by SCCA.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Steven Greenhill vs. SOM COA Ref. No. 20-08-CN
October 29, 2020

FACTS IN BRIEF
Following the Sunday, September 20, 2020, Group 1 race of the Autobahn Fall Classic at Autobahn Country Club, Steven Greenhill, driver of Spec Racer Ford 3 (SRF3) #79, filed a Protest against Matt Gray, driver of SRF3 #64, for alleged violations of General Competition Rules (GCR) 6.11.1.A., B., and C. (Rules of the Road) as a result of contact causing both cars to spin and stop in front of oncoming traffic.

The Stewards of the Meeting (SOM) Bob Eyrich, Paula Spencer, and Joseph Helser (Chairman) met to hear and rule on the Protest. The SOM interviewed both drivers and reviewed witness statements and available video.

The SOM determined there was insufficient evidence to assess blame and disallowed the protest. Mr. Greenhill appealed the decision.

DATE OF THE COURT
The SCCA Court of Appeals (COA) Jack Kish, Laurie Sheppard, and Tom Campbell (Chairman) met on October 22, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Steven Greenhill, received October 9, 2020.
2. Official Observer's Report and related documents, received October 9 2020.
3. Video from SRF #64, received October 9, 2020.
4. Additional video taken by a track employee, received October 20, 2020.
5. New videos provided by Mr. Greenhill from Cars #6, #86, and #59, received October 9, 2020.

FINDINGS
Mr. Greenhill provided additional in-car videos as new evidence to support his appeal, asserting Mr. Gray violated GCR 6.11.1.A. (Avoid contact) and 6.11.1.B. (Allow racing room).

The COA notes the incident occurred in Turn 1 on the first lap of the race. After viewing all video evidence, including those videos viewed by the SOM as well as video clips provided by Mr. Greenhill, the COA does not find compelling evidence that the first court

reached an incorrect conclusion. The COA acknowledges there was slight contact among several cars in the first turn but is unable to assign sole responsibility to any one driver. All drivers are equally responsible for avoiding contact under close racing conditions.

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