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

CLUB RACING BOARD MINUTES | December 6, 2022

The Club Racing Board met by teleconference on December 6, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Alban and Dayle Frame, BoD liasons; Rick Harris and Scott Schmidt, Club Racing Technical Manager. The following decisions were made:

Member Advisory

None.

No Action Required

F6

1. #33439 (Keith Joslyn) Alternate Piston Substitution

Thank you for your letter. Please see the response to letter #33588 in this Fastrack's Technical Bulletin.

2. #33524 (Jim Murphy) Response to Response on Letter #33094 Make Class More Attractive

Thank you for your letter. The Club Racing Board appreciates your comments and clarification. With regard to having a level playing field within the two-stroke drivetrains, the Club Racing Board still recommends following what was outlined in the response to Letter #33094 as the first step.

P2

1. #33492 (Mark Uhlmann) P2 in 2023+

Thank you for your letter. The Club Racing Board appreciates your comments.

2. #33525 (Armen Megregian) P1/P2 Suggestions

Thank you for your letter. The P2 class was not intended to be structured around Sports 2000 cars, because it was unrealistic if not impossible to slow the former DSR cars to the performance level of S2000 cars. Instead, the intent of P2 was to allow S2000 owners to improve the performance of their cars by upgrading them to the European Sports 2000 spec, with wings and upgraded engines. S2000 owners were given an opportunity to update their cars along these lines, but most chose not to do so, and participation of the cars in the P2 class continued at a level similar to that which led to consolidation of S2000 into P2 from 2014 onward. The SCCA Power Factor of the Group CN cars is in line with that of motorcycle-engine cars in P2, and the on-track AiM data obtained by the Club Racing Board has consistently shown that two-seat CN cars are at no disadvantage to other cars in the class.

General

1. #33296 (Sydney Yagel) Runoffs Entry Minimum for Race Groups

Ms. Yagel, Thank you for your letter and observations. The CRB is also concerned about classes which lack entries at the Runoffs, especially given this is the SCCA's premier event. As you note, it would be most appropriate to combine two undersubscribed classes. In addition, the classes would need to be compatible to run on-track at the same time. This would have been an option with FX and FA in 2022 but for the fact that one competitor was entered in both classes. The CRB and Staff will be looking at this matter more closely in 2023.

GT1

1. #33433 (Richard Grant) Trans Am Body Weight Penalty

Thank you for your letter. Please see letter #33332 in December Fastrack.

GT2
1. #33392 (Joe Aquilante) Request to Reduce the Restriction on the C7 GT2 Corvette
Thank you for your letter. Please see letter #33342 in current Fastrack.

EP
1. #33408 (Eric Prill) Aggregated Runoffs Segment Data - EP
Thank you for providing this data.

FP
1. #33407 (Eric Prill) Aggregated 2022 Runoffs Segment Data - FP
Thank you for providing this data.

HP
1. #33409 (Eric Prill) Aggregated Runoffs Segment Time - HP
Thank you for providing this data.

STU
1. #33344 (Scotty B White) Heavy Cars
Thank you for your letter. Run the cars under current STU rules, allowing us to collect data and we will review for potential BoP adjustments.

2. #33388 (Ryan Sprehe) Help for Mustang to Run T3 and STU Affordably and Competitively
Thank you for your letter. Run the cars under current STU rules, allowing us to collect data and we will review for potential BoP adjustments.

T2-T4
1. #33308 (Aaron Stehly) Adjustable Toe- Link Rule Clarification
Thank you for your letter. The rules imply, in this case, that toe links with spherical bearings are allowed. Other spherical bearings are not allowed.

T3
1. #33339 (Richard Kulach) Spec Car Inclusion In Class
Thank you for your letter. The Spec Boxster and Spec E46 spec lines were added to T3 to encourage those cars to cross over from other series. For this to work, we need to ensure that our spec line mirrors their rules exactly. Maintaining a GCR spec line in this manner would be time consuming and prone to errors. That is why we opt to reference their rules and review them periodically. For your reference, we have attached links to their 2022 rules.

SPB
https://pcaclubracing.org/wp-content/uploads/2022/01/2022-PCA-Club-Racing-Rule-Book.pdf

SE46
https://nasa-assets.s3.amazonaws.com/document/document/23463/2022_SE46_Rules.pdf

2. #33479 (David Ott) Adjustment Considerations
Thank you for your letter. We will continue to monitor the class.

T4

1. #33486 (Tim Myers) T4 Mustang Feedback
Thank you for your letter. You state that the only change was 25 lbs and a clutch + flywheel kit. The following changes have been made:
-Minus 25 base weight
-22mm larger brake rotor
-1" wider wheels
-Removed the penalty for changing the final drive ratios, minus 25 lbs
-We worked with a member to choose the Clutch/Flywheel kit. As a veteran member of this committee, you understand that such a kit is unprecedented in T4. Specifying a part number is more in-line with such allowances. Allowing an open allowance is too far outside the T4 scope.

This is a significant number of REC allowances to be given at one time. TB allowances may be incorporated at any time.

Not Recommended

AS

1. #31911 (Mark Wheaton) AS wheel size change - WHY?
Thank you for your letter. We appreciate your thoughts and feedback. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received.

2. #31913 (Timothy White) In Response to Wheel Width #31849
Thank you for your letter. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received. Tire manufacturers recommendation for rim width was used to determine the max rim width with a plus .5 inch tolerance, recognizing availability may be limited, and some cars may not be able to utilize the maximum allowable rim width.

3. #32059 (Jason Conley) Upcoming Proposed Rule Changes
Thank you for your letter. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received.

The allowance of rear coil overs was discussed at length and the ASAC felt it was the correct decision to allow coil overs on all cars even though most cars do not require the change and should be considered on an individual basis for each car classified.

4. #32110 (SCOTT Marcero) 05-14 Mustang RP Restrictor
Thank you for your letter. Balance Of Performance, BOP, is critical topic that is discussed at each ASAC meeting. we will be evaluating each car again for the 2023 season and making adjustments to retain BOP. At this time complete removal of the restrictor is not being considered, but increasing the size is being discussed.

5. #32114 (Kyle Gilbert) Opposed to Recommended Rule Change #31848
Thank you for your letter. The decision to allow coil overs was discussed at length within the ASAC. ultimately the decision was to allow all competitors the option to pursue coil overs if they felt it was a better option based on individual preference.

6. #32266 (ROGER EAGLETON) Request additional DOT
Thank you for your letter. Regarding the tire request, the ASAC will consider the alternative tire as an addition to eligible tire list. At this point is not been approved but is under consideration.

7. #32400 (ROGER EAGLETON) 5th Gear Alternative Ratio
Thank you for your letter. Regarding the 5th gear ratio change, The ASAC does feel a change to 5th gear for most cars is a viable option. we will continue to evaluate ratios as needed to maintain Balance of Performance amongst the class.

B-Spec
1. #33212 (Frank Schwartz) Flywheel Request
Thank you for your letter, the current rules are sufficient as written

2. #33295 (Matt Downing) Request to Change Restrictor from 30mm to 31mm (2015+ Honda Fit)
Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

3. #33362 (John Phillips) Yaris Sedan Needs Help
Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

4. #33365 (John Phillips) Mazda 2 Thoughts
Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

5. #33374 (George Badger) Limit Maximum Restriction as a % of the Throttle Body Bore Area.
Thank you for your letter. The current rules related to restrictor sizes are sufficient as written

6. #33495 (Steven Kaster) Clarification of ECU Rule
Thank you for your letter. The current rules as written are sufficient to address your concern.

P1
1. #33565 (Jim Downing) Rotary Performance Adjustment Request
Thank you for your letter. The Club Racing Board does not recommend this change. The Mazda 13B has not regularly competed in recent U.S. Majors Tour events, and the Club Racing Board does not have current on-track data for the platform. The on-track data collected at the VIR Super Tour event in 2019 showed a Mazda 13B using the current restrictor size to be fully in line with its competitors for the factors that enter into a Balance of Performance powertrain assessment. Please see the response to letter #27736 in the December 2019 Fastrack Minutes. If a member who is interested in racing the 13B enters and competes in a U.S. Majors Tour event in 2023, the Club Racing Board will arrange to obtain on-track data to assess the platform's current performance potential relative to other cars in the class and will make data-based adjustments if warranted.

GCR
1. #33385 (SCCA Staff) Single Inlet Restrictor Definition Addition
Thank you for your letter. Not recommended until other means of testing are defined and can be specified in the GCR.

GT1
1. #33338 (Jeff Hinkle) Rules Change Request
Thank you for your letter. The CRB is continuing to gather data in order to make comparative changes.

GTL
1. #33371 (Isaac Preston) Inline 3 Engine Setback
Thank you for your letter. Allowed GT engine set back allowances are in the GTCS under 9.1.2.F7.e.13.

GTX
1. #33387 (Christopher Shelhart) Requesting BMW GC10 Classification in GTX Class.
Thank you for your letter. Using a BMW body with a Chevrolet engine is not consistent with class philosophy

EP
1. #33435 (Aaron Downey) Mazda RX3 - Rear Coil-Overs
Thank you for your letter. Changing the type of suspension is against the core philosophy of Limited Prep, so this allowance is not recommended.

2. #33520 (Ron Earp) Dry Sumps in Production
Thank you for your letter. Not recommended to make this a category/class wide allowance, as it will become perceived as a "must have" modification. Most vehicles do not need it, and those that do can continue to be looked at and allowed on a case-by-case basis.

FP
1. #33317 (Greg Amy) Porsche 914 Induction
Thank you for your letter. It is not recommended to allow an alternate intake manifold or method of air/fuel delivery, as those are against the core philosophy of Limited Prep for non-rotary engines. Fuel injection can already be modified extensively within the current rules, plus multiple carburetor options are already allowed for this vehicle as well.

2. #33359 (Daniel Snow) Fiat x19 Dual Carburetion
Thank you for your letter, but this is not recommended at this time. On-track trap-speed data versus other well-known classifications, along with previously provided power output data of these cars, does not point to a need for increased power levels being necessary.

3. #33394 (Craig Chima) Requested Weight Change for FP Lotus 7
Thank you for your letter, but this change is not recommended at this time. Track sector data and collected on-vehicle data both show that the car is still competitive on a variety of tracks. Class parity will continue to be monitored.

HP
1. #33302 (Alex Ratcliffe) Consider Allowing ABS With Weight Penalty
Thank you for your letter. Allowance of ABS into the Production Category is not recommended at this time.

2. #33322 (David Boles) Request Weight reduction for HP VW Golf III
Thank you for your letter. A competition adjustment for this car is not recommended at this time. Trap speed data has shown that it is quite reasonable for a variety of tracks, plus track sector data has also shown that it has competitive dynamic prospect as well.

ST General

1. #33512 (George Marsanick) Request Dash panel rule change
Thank you for your letter. Your request is not consistent with ST class philosophy.

STL

1. #33576 (Deacon Greenfield) LS-VTEC for STL?
Thank you for your letter. Your request is not allowed in STL.

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. #31933 (Daniel Richardson) Daniel Richardson ASAC Bid
Daniel Richardson has been included as active member of the ASAC. He has been very active in committee discussions and has provided valuable input. Thank you, Danny for your time and involvement.
2. #32261 (Tom Brown) Request alternate Blocks & Heads
In AS Specifications, 9.1.6.F.2.. add the following:
"*9. Alternate blocks made used:*
GM vehicles – Dart P/N SHP31161111 or World Product 084010
Ford vehicles – Dart P/N SHP31374175 or World Product 087110"

GCR

1. #33271 (Greg Amy) CSA and GCR 7.4.B
In GCR, Section 7.4.B., change as follows:
"The above penalties if imposed by the Race Director or Chief Steward *for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.)* incur 1-point automatically in lieu of the stated points in the above schedule. *Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.)* ***will not*** *incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward.* If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. *The Race Director or Chief Steward may impose a 1-point penalty on a competitors competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules.*"

2. #33474 (David Fiorelli) Minimum weight rounding
In GCR, Appendix G. Facts, Formulas, and Measurement Standards, Section G.2.1., change as follows:
"Weight is absolute minimum. *Any vehicle minimum weight that is not a whole number shall be rounded to the nearest whole number as follows: fractional weights ending in .50 pound or above round up to the next whole number; fractional weights .49 pound and below round down to the next whole number.*"

Prod General

1. #33596 (Production Committee) Allow B-Spec cars to run in Prod & align with 9.1.5.B.5
In GCR, Production Category, Section 9.1.5.B.5. change as follows:
"Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5, *including tire limitations as defined in 9.1.3.D.8.a.2.* ~~however any DOT approved tire as defined by 9.3.45 is allowed. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars.~~"

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

T1

1. #33580 (Touring Committee) 2023 Touring rules
In GCR, Section 9.1.9.1. TOURING (T1) CATEGORY, add the following:
"***Touring 1 Rules for GT4 and Homologated Cars.***

Touring 1 is comprised; 1) Race modified USDM cars (discussed above), 2) GT4 cars originally built for pro racing, and 3) Homologated cars which were built to conform to a different series or spec sheet. These are the category rules for Touring 1 GT4, homologated, and purpose built cars. Cars in this category include, but are not limited to SRO GT4, and Spec Corvette. To be eligible to compete in Touring 1, the car must conform to these category rules and the following spec lines. Each spec line below includes a column named "must conform to". At all events ,it is the driver's responsibility to provide the applicable homologation documents. Factory built race cars must conform to published specifications.

Q. Eligible cars-

1. GT4 and Homologated cars must be based off of USDM models. Only cars listed in the spec lines below are permitted to compete in Touring 1. Lightweight and Non-USDM models (ie. KTM X-Bow or Ginetta G56) will not be classed.

2. New classifications will be considered pending a complete request through the SCCA's letter system. Newly created spec lines will be required to complete at lease 3 Super Tour weekends before the spec line is eligible for Runoffs competition. This ensures reasonable data collection and comparison prior to qualifying to enter the national championship race.

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

1. Cars built with front windows are permitted, but not required, to remove them.

2. Safety equipment: Seats, Belts, Nets, and steering wheels may be replaced with SCCA compliant alternatives. All cars must meet SCCA cage and safety standards.

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

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

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

V. Labeling*-*

1. These rules may include many options that affect a vehicle's competition weight.

a) The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances.

b) In order to inform competitors, spectators and tech officials, competitors are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended."

2. #33633 (Touring Committee) Touring 1
In GCR, create the following ruleset to run simultaneously with existing Touring (T1) Category effective 1/1/2023, existing TOURING (T1) CATEGORY to sunset effective 3/1/2023:
"***1. Touring 1 Rules***
T1 Category Purpose and Philosophy:

Intent- Touring 1 (T1) is intended to be the pinnacle of production-based competition in the SCCA. The intent of the T1 category is to allow competition of high-performance production-based vehicles either; 1) built from road-going donors or 2) initially sold as a race ready car. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the USA. Alternate cars may be approved on a case-by-case basis but will be limited to factory-based models.

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

T1 Car Eligibility:

Cars are eligible for the class when the car or the chassis appears on a specification line and with the specific allowances permitted. New models and allowances will be considered after being properly requested through the CRB's letter log system. New model submissions must include Vehicle Technical Specifications (VTS) sheets. Allowances that are permitted are not mandatory and a vehicle may race without any given positive allowance. T2 cars may race in the T1 category if they meet minimum safety requirements. Minimum weight for any new T1 classification is 3000 lbs.

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

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

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

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

A. Bodywork

1. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles. For the sole purpose of tire fitment, wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

3. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge.

4. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones. Tubular/removable front clips are not permitted.

5. Bumper brackets may be modified, but bumpers must remain in OEM locations.

6. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.

7. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers. Aftermarket latches

and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

8. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.

9. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.

10. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

11. Aftermarket OEM style hardtops are allowed.

B. Aerodynamic Devices

1. Front Splitter

a) A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.

b) The minimum ride height of front splitters and air dams is 3.0 inches.

c) The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.

d) The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.

e) The splitter may have vertical deviations, fences, etc., only if they are part of the production body- work for street use.

2. Rear Wing

a) The wing shall be mounted to the trunk/deck lid or bumper frame with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be rein- forced by a

diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b) Factory wings and spoilers are permitted, but must be removed if an approved wing is installed.

c) Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any Gurney flap. (except as allowed in 9.1.9.1.B.2.h).

d) The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

e) The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof.

f) The trailing edge of the rear wing may be mounted no further rearward than the center of the rear- most part of the approved bodywork unless otherwise noted on specific spec line.

g) Wing end plates must not exceed 144.0 square inches.

3. Any car not using a wing and/or splitter may subtract 150lb.

4. A close-out panel may be mounted behind the grille.

5. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.

6. Canards or dive planes are not permitted unless part of the OEM bodywork or permitted on spec line.

C. Interior

1. The following items may be installed: Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.

2. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position, but may be modified 1" to accommodate driver's height.

3. All interior trim may be removed excluding the dash. Original instruments/gauges may be replaced, or supplemented, with additional monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels

were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty.

4. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows. No bulkheads shall cover the rear foot wells. This rule may be superseded in the spec line.

5. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

D. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear material is free.

2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected.

3. Cars that have driveshafts shall have two 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.

4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board. Jock points are considered when measuring ride height.

5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches.

6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.

7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. The area closed off to mount the NACA- duct shall not exceed 50 square-inches. Enough open area for the driver to exit in an emergency shall remain open at all times.

8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.

9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended. Rear window clips are permitted.

10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.

11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.

12. OEM side window framework shall be intact.

13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.

14. Unused mounting tabs and brackets that are non-structural may be removed.

15. The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.

16. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/transaxle.

17. Inner fender panels may be modified or replaced.

18. Convertible model cars may compete with a hardtop or as an open car.

19. Fasteners are free. Titanium fasteners are prohibited. Fasteners may be replaced with adhesives.

20. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.

21. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.

22. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further

forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

23. Chassis bushing material is not restricted

E. Engine

1. Engines may be used if they are shown as an engine option on the spec line. Engine options will be considered if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in North America. Engines from vehicles not available in a car delivered in North America may be considered and approved

on a case-by-case basis. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out and all supporting documentation. If approved, all allowances will be noted on the proper spec line.

2. OEM Engine option- Some spec lines are offered the option to utilize OEM engine specifications. This option is indicated in the "Maximum Displ." Column of the spec lines. When using this option, it is permitted take advantage of the durability allowances listed below, including valves, pistons and rods. These parts must be greater than or equal OEM weight, and must meet the specifications set forth in the factory service manual. OEM engines may use a dry sump system. The use of an alternate oil pan and pickup tube is allowed.

3. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions, material, and within 3% of the mass of the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams.

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

5. Rocker arm, lifter, follower, pushrod, keeper, retainer, guide, and seat materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components. Rocker arm ratio must meet OEM specs.

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

7. Alternate pistons are permitted and/or the pistons may be machined. Maximum compression ratio is 12:1 unless noted on the spec line. Must use SCCA approved fuel.

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

9. Valves may be replaced with Performance alternatives provided; 1) that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE. Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/-.015"). Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration.

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

11. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case-by-case basis.

12. The ignition system is unrestricted.

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

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

15. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.

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

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

18. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.

19. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).

20. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.

21. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.

22. All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.

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

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

b) Turbochargers or superchargers that have been added to spec lines are grandfathered in the class, but will not be considered going forward. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Alternate water pump, alternator,

crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys unless otherwise noted on spec line.

24) All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.

b. Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.

c. The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.

d. All air entering the intake tract shall pass through the carburetor air inlet.

25. Cars may modify, or replace, motor and gearbox mounts provided that the engine and transmission are located in the OEM location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.

*26. The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches: **This rule is set to expire as of Jan 1, 2024.***

a. Cadillac CTS-V (04-07)

b. Pontiac GTO (04-08)

c. Ford Mustang (85-02) 4. GM F-Body (93-02)

27. The intake and exhaust ports on piston engines may be ported at a 3% weight penalty. The valve guide may be machined as part of this porting.

28. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.

29. The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. It is strongly suggested that oil drain plugs be secured with safety wire.

D. Cooling

1. Water Cooling- Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.

3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free. Performance alternative Intercoolers are permitted.

4. Water Spray Systems- Water may not be sprayed on any component aside from the windshield.

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

E. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.

2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.

3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.

4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.

5. No fuel cooling devices are permitted in the car.

F. Oil System

1. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids.

2. Accusump-type systems may be used.

G. Exhaust System

1. Headers are allowed

2. Exhaust is free, as long as it exits behind the driver. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork (rear) or 1.0 inches (side) when viewed from above. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.

3. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. It is recommended that this heat shield be located at least 3.0 inches away from the exhaust system, and there be at least 3.0 inches between the heat shield and the fuel system components.

H. Electrical System- *The electrical system is free provided that:*

1. Use any commercially available battery. Batteries may be relocated.

2. For the purpose of cost reduction, standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.

3. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.

4. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.

5. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

I. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited.

2. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.

3. Alternate flywheels and clutches are permitted. Carbon flywheels and carbon clutches are not permitted. Flywheel diameter must be the same as the OEM flywheel. Any 7 inch or larger clutch is permitted. Clutch and pressure plate design is free.

4. Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 ratio in top gear. Transmission location must be OEM. Maximum bell housing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs.

5. Transmissions and ratios are free. Forward gears are limited to six speeds.

J. Suspension and Steering

1. All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.

2. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.

3. Shock absorbers and struts are free with a maximum or 4 adjusters per damper. Driver adjustable systems and electronically controlled shocks are not permitted unless it is an OEM system running with OEM shocks and springs. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way. Adjustment canisters may not be within reach of the driver.

4. Anti-roll bars are free, and may be added, removed, or substituted. Driver adjustable anti-roll bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane. End/drop links must use OEM mounting locations.

5. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted.

6. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/ passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

7. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.

8. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/ caster adjustment. Front and rear strut tower braces are permitted. Camber, toe and caster is unrestricted.

9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. Steering column locks may be removed or disabled. Steering column locks may be removed or disabled.

10. A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.

11. Power steering may be modified in any of the following ways:

a) disconnected

b) an OEM manual steering rack for that model may be fitted

c) an electric power steering pump may be fitted

d) an OEM electric-assisted steering rack may be used.

12. Cars with live axles may decrease their competition weight by 50 lbs. It is permitted to camber a live axle or use a non-OEM option. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.

13. Unmodified OEM pick up points are mandatory

14. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

15. Non-coil over suspensions are permitted to convert to coil over systems.

16. Suspension links are free provided; They use standard ball joint, bushing, or spherical attachments.

K. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.

3. Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.

4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than head- lights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.

5. Wheel fans are not permitted.

6. When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.

7. Alternative piston inserts are permitted.

8. Anti-Lock Braking Systems (ABS) are permitted. Performance alternative ABS systems or controllers (e.g. Bosch, Tevis) are permitted. It is permitted to relocate performance alternative ABS systems within the engine compartment.

9. Rotors 1 or 2 piece ferrous rotors permitted. Brake rotor sizes are allowed as follows-

a) OE brake diameter permitted with no penalty

b) Max brake disc size 380mm with no penalty

c) >380mm brake disc permitted with a 50lb weight penalty

10. Calipers- The standard production calipers may be used. Performance alternative calipers are permitted- Max 6 piston 2 pad front caliper may be used. Max 4 piston 2 pad rear.

11. Original equipment master cylinders and pedals may be replaced.

12. Power assisted braking systems are permitted.

13. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.

14. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:

a) Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.

b) Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.

15. Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings must conform to "A-Bodywork", and may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia.

L. Tires & Wheels

1. Tires must conform to GCR section 9.3. Tires.

2. Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:

a) Loose wheel spacers of any type are not recommended.

b) All cars must run the same size wheel on the same axle.

c) As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.

d) The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.

e) Valve stems and caps are free.

3. Wheel Attachment

a) Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.

b) If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

4. Rear wheels may not exceed 19.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 19.0 inches in diameter and 11.0 inches in width.

M. Labeling-

1. These rules include many options that affect a vehicle's competition weight.

a) The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances. In the event that a competitor increased their weight in accordance with the tire size option (section 9.1.9.1.L.1) that weight must be presented.

b) In order to inform competitors, spectators and tech officials, competitor's are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended.

N. Approved Cars and Engines

The following car and engine combinations are approved in T1. Send a request to the Club Racing Board http://www.clubracingboard.com/ to add additional cars or engine variants.

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Acura NSX	1000 *Spec line Expires 12/23*	3000	3000		Supercharger permitted. Zero Force Body Kit by Kawagen Route permitted.	

Acura NSX Turbo	*1010 *Spec line Expires 12/23**	*3500*	*3100*	*45mm*		
Acura NSX Turbo World Challenge	*1020 *Spec line Expires 12/23**	*3500*	*3100*	*44mm*	*Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372.*	*Must conform to World-Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World-Challenge Appendix A 2010 that limits tire and wheel size: Max Tire Size: 245/40 F, 295/30 R. Wheels Max Size: 17x9 Front, 18x11 Rear. No other touring modifications or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes. DOT tires required as per GCR section 9.3.*
Aston Martin Vantage	*1030*	*6000*	*3300*			
Audi TTRS (GTS 2011 Spec)	*1040 *Spec line Expires 12/23**	*2500*	*3150*			*Must conform to July 24th, 2015 revision 7 GTS rules. No other touring modifications or allowances permitted beyond the noted GTS rules allowances. DOT tires required as per GCR section 9.3.*

BMW E46, E46-M3, E36, E36-M3, Z3	*1050*	*3250*	*2700*		*The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2750 lbs. Lang Racing Development S54-95MM-Stroker-CRK is permitted at 2850 lbs. The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs.*	*Pennon Fender flares allowed. Flossman body kit is permitted with 300lb weight penalty. The headlights can be modified to allow air to pass into the engine induction system.*
BMW E46 M3	*1060*	*3200*	*2850*		*Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.*	*The headlights can be modified to allow air to pass into the engine induction system. Carbon roof allowed. CSL style carbon fiber rear trunk lid allowed +75lbs.*
	1070	*4000*	*3200*			
	1080	*5000 (V8 only)*	*3500*			
BMW M3 E92 (08-13)	*1090*	*3999*	*3300*	*2 X 40mm diameter hole inlet restrictor plate required.*		*Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty.*
BMW M3 E92 (08-13)	*1100*	*3999*	*3150*		*Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold*	*Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty.*
BMW M235i R	*1110*	*2979*	*3275*			
Chevrolet Camaro Gen 6 ('16-'23) Including SS, SS 1LE	*1120*	*LT1 Gen5 - OEM- 6160*	*3400*	*70mm - Flat Plate*	*VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear*	*Any option of OEM Aero parts may be used as basis of aero measurements. ZL1 1LE Hood, Front Bumper, Fenders, Splitter Allowed*
Chevrolet Camaro Gen 5 ('10-'15) Including SS, Z28	*1130*	*LS3 OEM-6160*	*3550*		*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	*Any option of OEM Aero parts may be used as basis of aero measurements.*

Chevrolet Corvette C6 ('05-'13) - Includes Z51, GrandSport, Z06, Z06 Carbon	*1140*	*LS2 - 6000*	*3300*	*72mm - Flat Plate*		*Steel or Aluminum Frame may be used with any engine. Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs*
	1150	*LS3- 6160*	*3400*	*61mm - Flat Plate*	*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	
	1160	*LS7- 7008*	*3450*	*53mm - Flat Plate*	*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	
	1170	*LS2 - OEM 6000*	*3200*		*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	
	1180	*LS3 - OEM- 6160*	*3300*	*75mm - Flat Plate*	*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	
	1190	*LS7- OEM- 7008*	*3450*	*70mm - Flat Plate*	*May resleeve any LS block to LS7 bore/stroke for Engine replacement*	
Chevrolet Corvette C7 ('14 - '19) - Includes Z51, Grandsport	*1200*	*LT1 Gen5 - OEM- 6160*	*3450*	*72mm - Flat Plate*	*VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear*	*Any option of OEM Bodywork parts may be used as basis of aero measurements. Allowed Z06 Center Spoiler "Fence"*
Chevrolet Corvette C8 ('20-23) - Includes Z51	*1210*	*LT2 - Gen5 OEM- 6160*	*3600*	*70mm - Flat Plate*	*VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear*	*Any option of OEM Bodywork parts may be used as basis of aero measurements.*

Dodge Viper ACR / SRT RT-10	*1350 *Spec line Expires 12/23**	*8400 OEM*	*3550*	*(2) 55mm flat plate*	*OEM valve lift and compression.Cylinder heads mustbe as delivered from factory.*	*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.*
Dodge Viper ACR/ACR-X	*1360 *Spec line Expires 12/23**	*7990*	*3400*	*50mm flat plate*		*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.*
Dodge Viper ACR/ACR-X	*1370 *Spec line Expires 12/23**	*8300 OEM*	*3500*	*(2) 47mm flat plates*	*OEM valve lift and compression. Cylinder heads must be as delivered from factory.*	*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed.*

Dodge Viper ACR/ACR-X	*1380*	*8400*	*3650*	*(2) 33mm flat plates*		*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 33mm flat plate restrictors.*
	1390	*8400 OEM*	*3600*	*(2) 60mm flat plate*	*OEM valve lift and compression. Cylinder heads must be as delivered from factory.*	*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.*
Ferrari 360	*1400 *Spec line Expires 12/23**	*3600*	*3000*	*65mm flat plate*		
Ferrari 430	*1410 *Spec line Expires 12/23**	*4310*	*3400*	*52mm flat plate*		*Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. Non-OEM rear wing / splitter reduce restrictor by 5 mm.*

Ferrari 430 Challenge	*1420 *Spec line Expires 12/23*	*4310*	*3450*	*52mm flat plate*	*Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications*	*As homologated. DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5mm. No other touring modifications or allowances permitted.*
Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S	*1430*	*Coyote, Boss 302 (11-17)-4957*	*3475*	*65mm - Flat Plate*	*Any Coyote 5.0 Block may be used for rebuild/replace*	*Any parts or variations from 302S, 302R, FR500C, FR500S Programs may be used. Boss302S Rear wing that is above roof line may be used with 302S Endplates. Adjustable cambered axle allowed using OEM 8.8 Differential. Aftermarket K members permitted. Firewall must not be relocated for engine installation.*
	1440	*Cammer-5000*	*3350*		*Used in Grand-Am GS from 2005-2010*	
	1450	*4.6 - 3 Valve*	*3300*		*Ford Racing Inake Manifold Allowed*	
	1460	*Coyote, Boss 302 - OEM- 4957*	*3425*		*Boss Intake Manifold Permitted. Any Coyote 5.0 Block may be used for rebuild/replace*	
	1465	*5800*	*3120*		*Windsor - Pushrod*	

Ford Mustang S550 ('15-'22) Includes GT, Performance Pack 1/2, Bullet, Mach-1, GT350	*1470*	*Coyote(15-17)-OEM-4957*	*3425*		*Any Coyote 5.0 Block may be used for rebuild/replace*	
	1480	*Coyote Gen 3(18-22) - OEM- 5038*	*3500*	*80mm - flat plate*		
	1490	*Voodoo (16-21) - OEM-5160*	*3550*	*75mm - flat plate*	*Cross Plane Crankshaft permitted. Must meet OEM compression and stroke requirements.*	
	1500	*Coyote Gen 4 ('23-)- OEM- 5038*	*3550*	*2 x 50mm - flat plate*		
Ford Mustang S650 ('23-) Inlcuding GT, Darkhorse	*1510*	*2000*	*2400*	*2 x 50mm - flat plate*		*Not elligible at this time. Pending further Specs.*
Mazda MX-5 (06-15)	*1520 *Spec line Expires 12/23**	*2300*	*2400*	*37mm TIR*		
	*1530 *Spec line Expires 12/23**	*2300*	*2700*			
Mazda RX-7	*1540 *Spec line Expires 12/23**	*3982*	*3400*	*44mm TIR*	*13B Rotary*	*A single Garrett Turbo #3076 permitted.*

Nissan GTR	*1550 *Spec line Expires 12/23**	*3800*	*3520*	*HP controlled with required program*	*SRO Power level 2 2019 map required.*	*The car must be raced as FIA homologated. Must participate at 3 Super Tour races to establish Runoffs eligibility. Visual verification of "SRO power level 2" on dashboard required. Must conform to DOT tire rule.*
Nissan 350/370Z	*1560 *Spec line Expires 12/23**	*3700*	*3400*	*(2) 35 28mm TIR*	*Must use OEM GTR twin turbochargers.*	
Nissan 370Z Supercharged	*1570 *Spec line Expires 12/23**	*3500*	*2450*			*Stillen supercharger kit 407770T allowed. Supercharger pulley diameter: 80mm +/- 3mm OEM crank pulley diameter: 146mm +/- 3mm*
Nissan 350Z	*1580 *Spec line Expires 12/23**	*3700*	*2600*			
Nissan 350Z/370Z	*1590 *Spec line Expires 12/23**	*3400*	*2750*		*12.5:1 maximum compression allowed.*	
Porsche Cayman/S/GTS (05-15)	*1600 *Spec line Expires 12/23**	*3600*	*2800*			
	*1610 *Spec line Expires 12/23**	*3800*	*2850*			

	*1620 *Spec line Expires 12/23**	*3800*	*2900*		*Must meet OEM specifications.*	
Porsche Cayman GTS (2011)	*1630 *Spec line Expires 12/23**	*5400*	*3200*			*Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. No other touring modifications or allowances permitted beyond the noted VTS and these spec line allowances.*
Porsche 928 S4/ Porsche 928 GTS-R	*1640 *Spec line Expires 12/23**	*3600*	*3000*			*Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other allowances beyond those described in the VTS allowed.*
Porsche 996	*1650 *Spec line Expires 12/23**	*3600*	*3300*			*GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed. 996 Cup Replica Rear deck lid allowed.*
Porsche 996 TT OEM	*1660 *Spec line Expires 12/23**	*3600*	*3000*	*(2) 31mm TIR*	*Alternate turbo Evolution Motorsports per- mitted, part #TBD*	

Porsche 996 GT3 Cup (98-04)	*1670*	*3600*	*3000*			*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. Side door windows must be removed. 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) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free.*

						Any suspension settings are al- lowed provided they are achieved without 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, ex- cept those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. No other touring modifications or allowances permitted except as noted in this spec line.
Porsche 997	*1680 *Spec line Expires 12/23**	*3800*	*3200*		*GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed.*	
Porsche 997	*1690*	*2457*	*3000*		*GT3 Cup not allowed.*	*GT3 Cup not allowed. OEM PDK allowed.*

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

Taken Care Of

GCR

1. #33489 (Jim Rogaski) Remove Recent Rule Change to GCR 7.4.B. CSA Automatic Point
Thank you for your letter. Please see letter # 33271 in current Fastrack.

T1

1. #33403 (James Candelaria) Request to Classify the BMW M4GT4
Thank you for your letter. This topic was discussed with the competitor. Please reference the upcoming T1 rules set.

T2

1. #33463 (Gamaliel Aguilar Gamez) BMW M235iR/M240iR Allowed Aftermarket Tune for Touring 2
Thank you for your letter. Please see letter #33464 in current Fastrack.

T2-T4

1. #33061 (Ben Slechta) Nissan 350Z Upper Control Arms
Thank you for your letter. Please see letter #33020 in current Fastrack.

T3

1. #32986 (Andrew Aquilante) 2015+ Ecoboost Mustang Restrictor help
Thank you for your letter. Please see letter #33506 in current Fastrack.

2. #33022 (Patrick Price) 350Z Front Upper Control Arms
Thank you for your letter. Please see letter #33020 in current Fastrack.

3. #33024 (Richard Kulach) Front Upper Control Arm Concern for Nissan 370Z
Thank you for your letter. Please see letter #33020 in current Fastrack.

4. #33067 (James Berlin) SPC Front Upper Control Arm
Thank you for your letter. Please see letter #33020 in current Fastrack.

5. #33069 (Paul McNamara) Control arms safety concern
Thank you for your letter. Please see letter #33020 in current Fastrack.

6. #33389 (Joe Aquilante) Request to Reduce Restriction on T3 Mustang EcoBoost Turbo
Thank you for your letter. Please see letter #33506 in current Fastrack.

7. #33396 (Benjamin Slechta) Nissan 350Z Restrictor Plate Size
Thank you for your letter. Please see letter #33379 in current Fastrack.

8. #33397 (Benjamin Slechta) Nissan 350Z Tire Size Change
Thank you for your letter. Please see letter #33379 in current Fastrack.

9. #33448 (Derek Chan) BOP Request for Nissan 350Z
Thank you for your letter. Please see letter #33379 in current Fastrack.

10. #33453 (Steve Smyczek) 370 Z Tire/Wheel Simplification
Thank you for your letter. Please see letter #33379 in current Fastrack.

11. #33462 (Gamaliel Aguilar Gamez) Request BMW Spec E46 Minimum Weight Reduction T3
Thank you for your letter. Please see letter #33464 in current Fastrack.

T4

1. #33455 (Michael LaMaina) Adding 75lbs to the NC Miata in T4
Thank you for your letter. Please see letter #32933 in December Fastrack.

2. #33483 (Jeremy Butz) MX-5 Over Restrictions in T4
Thank you for your letter. Please see letter #32933 in December Fastrack.

What Do You Think

None.

RESUMES

1. #30403 (Ted Warning) Resume Submission to Join ASAC
Committee would consider his participation in the future when he is ready to join.

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

DATE: December 20, 2022
NUMBER: TB 23-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2023. 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. #33270 (Kyle Keenan) Request to Split Spec Lines for Automatic Models
In B-Spec Spec Lines, 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 *MT* (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	33mm 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.~~
Chevrolet Sonic 4dr Sedan AT (12-19)	*80.5 x 88.2 1796*	*2525*	*4.45, 2.91, 1.89, 1.44, 1.00, 0.74*	*3.47*	*(F)10.8 (R) 9.0 drum*	*2650*	*6T40e automatic equipped only. 33mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221.*
Chevrolet Sonic 4dr Hatch *MT* (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.~~
Chevrolet Sonic 4dr Hatch AT (12-19)	*80.5 x 88.2 1796*	*2525*	*4.45, 2.91, 1.89, 1.44, 1.00, 0.74*	*3.47*	*(F)10.8 (R) 9.0 drum*	*2650*	*6T40e automatic equipped only. 34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221.*
Honda Fit *MT* (15-19)	73.0 x 89.55 1499	2530	3.46, 1.87, 1.23, 0.95, 0.81, 0.73 ~~OR 2.56, 0.41, Rev: 2.71,~~	4.63 Or 5.44 in CVT	(F) 10.3 (R) 7.9 drum	2575 (effective 01/01/23)	30mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper

			~~1.38 in CVT~~				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. ~~Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~
*Honda Fit **CVT** (15-19)*	*73.0 x 89.55 1499*	*2530*	*2.56, 0.41, Rev: 2.71, 1.38 in CVT*	*4.63 Or 5.44 in CVT*	*(F) 10.3 (R) 7.9 drum*	*2575 (effective 01/01/23)*	*30mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80. Allow rear sway bar Progress 62.1063. CVT cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.*
Mini Cooper Hatchback (R50) *MT* (02 - 06)	77.0 x 85.8 1598	2466	4.10, 2.37, 1.56, 1.17, 1.00 ~~Or CVT Variable Rev: 3.82~~	3.51 ~~Or 5.76 in CVT~~	(F) 11.0 (R) 10.2	2545	Allow KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, 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. ~~Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM~~
Mini Cooper Hatchback (R50) CVT (02 - 06)	*77.0 x 85.8 1598*	*2466*	*CVT Variable Rev: 3.82*	*5.76 CVT*	*(F) 11.0 (R) 10.2*	*2545*	*Allow KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, 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. CVT equipped cars allow Setrab 50-119-7612 transmission cooler in addition to OEM*

Mini Cooper (R56) *MT* (07-10)	77.0 x 85.8 1598	2466	3.21, 1.79, 1.19, 0.91, 0.78, 0.68 ~~Or 4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic~~	4.35 ~~Or 4.10 in automatic~~	(F) 11.0 (R) 10.2	2600	40mm FPR 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. OBX header part #10-2101-2S permitted. ~~Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~
Mini Cooper (R56) AT (07-10)	*77.0 x 85.8 1598*	*2466*	*4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic*	*4.10 in automatic*	*(F) 11.0 (R) 10.2*	*2600*	*40mm FPR 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. OBX header part #10-2101-2S permitted. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.*
Mini Cooper (R56LCI) *MT* (11-13)	77.0 x 85.8 1598	2466	3.21, 1.79, 1.19, 0.91, 0.78, 0.68 ~~Or 4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic~~	4.35 ~~Or 4.10 in automatic~~	(F) 11.0 (R) 10.2	2600	41mm FPR 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.. ~~Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~
Mini Cooper (R56LCI) AT (11-13)	*77.0 x 85.8 1598*	*2466*	*4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic*	*4.10 in automatic*	*(F) 11.0 (R) 10.2*	*2600*	*40mm FPR 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. OBX header part #10-2101-2S permitted. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.

2. #33350 (Frank Schwartz) Tire Rule Request
In B-Spec, GCR Section 9.1.10.E.7.a., change as follows:
"Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car. *Tires must be run as delivered from Hankook.*"

Electric Vehicle
None.

Formula/Sports Racing
F6
1. #33588 (Formula/Sports Racing Committee) 593HO Alternate Piston
In F600, GCR section 9.1.1.D.14.H, change as follows:
"~~Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.D.14.I.~~*Cast replacement pistons*

Only the following cast replacement pistons are permitted:

1. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.D.14.I.

2. Rotax 593 HO: Sports Performance 1 Products # 54-776PS cast replacement piston is permitted."

In F600, GCR section 9.1.1.D.14.I, change as follows:
"Forged *replacement* pistons"

In F600, GCR section 9.1.1.D.14.I, change as follows:
"~~3. Rotax 593 non-HO (0.010" overbore): Rotax P/N 420889171~~"

In F600, GCR section 9.1.1.D.14.J, change as follows:
"Overbore *replacement* pistons"

In F600, GCR section 9.1.1.D.14, change as follows:
"~~K. Rotax 593 non-HO engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted.~~"

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

FA

1. #33431 (John Stowe) BDA Displacement

In FA Table 1, add a spec line as follows:

Table 1						
FA Spec Line	**Engine Series**	**Max. Displ. (cc)**	**Max. Valves/ Cyl.**	**Notes**	**Req'd Restrictor**	**Min. Weight (lbs)**
E.	*Ford BD Series*	*1800*	*4*	*Any BD series iron or alloy cylinder block and alternate crankshaft permitted.*	*n/a*	*1280*

FC

1. #33634 (Club Racing Board) E&O 9.1.1.B.16.j

In FC/FF, GCR Section 9.1.1.B.16.j., change as follows:

"ECU: Either the Pectel T2 ECU or the Performance Electronics PE3-8400 ECU is required. Cars that use the Pectel T2 ECU must have an accessible and operable communications port for a stereo jack; cars that use the PE3-8400 ECU must have an accessible and operable communications port for an ethernet connection. The SCCA tune-file/map for the Pectel T2 and PE3-8400 on the official SCCA website is required. The PE3-8400 tune-file/map must be loaded with PE3-8400 Monitor firmware V3.04.~~50~~*35*. Competitors may be required to cycle the master switch to kill the engine at the request of a steward on the grid before a qualifying session or race."

P1

1. #33615 (Michael Devins) November 2022 Rules Clarification for Suspension Covers

In P1, GCR section 9.1.8.B.D.1, effective 3/1/23, change as follows:

"Body panels intended to cover suspension components as viewed from the side and above must not be shaped as an airfoil cross-section~~ or create a pressure differential from the action of air flowing over the upper and lower surfaces of the panel~~. *Upper and lower panel surfaces must be symmetrical (mirror images) across a straight line connecting the center of the leading edge with the center of the trailing edge. Leading and trailing edges may be rounded. Panel angle front to rear and side to side is unrestricted, but it is not permitted to angle the body panels for the purpose of providing aerodynamic downforce on the car.*"

P2

1. #33378 (Benjamin Cooper) Request to Classify Sebeco NP01

In P2 Table 1, change as follows:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Sebeco NP01-EVO, Elan NP01	*102/TBD*	*1600 lb* ~~2000cc~~*2000 cc*	P2 Engine Table Spec Line E stock Mazda 2.0L MZR	~~42mm~~ *Not required*	~~Body, front splitter, and rear wing must be either OEM or P2 compliant.~~*Car must conform with NASA Prototype Series (NP01-EVO) Official 2022 National Rules June 7, 2022, Version 1.2, found here: https://www.scca.com/pages/technical-forms-and-downloads, except as follows: Hoosier R7 tire.*

In P2 Engine Table, change 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
E	4 cycle 4 cyl auto based	2000	4	42mm		1350	Approved engines list: MZR/Duratec, Honda K 20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. *For Sebeco NP01-EVO and Elan NP01 Mazda 2.0L MZR, see line E, note 3 below.* Group CN non-composite chassis with stock Honda K20A-FD2 must use stock Honda intake manifold with 64mm single throttle body with 50mm flat plate intake restrictor at 1500 lbs. minimum weight. No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: https:// www.scca.com/pages/technical-forms-and-downloads. Balancing, porting, and polishing are prohibited. Engine rebuilds that include valve jobs and/or cylinder honing must strictly adhere to published factory service procedures.

Line E Note 3: Sebeco NP01-EVO and Elan NP01 Mazda 2.0L MZR

1. Must conform with NASA Prototype Series (NP01-EVO) Official 2022 National Rules, June 7, 2022, Version 1.2, found here: https://www.scca.com/pages/technical-forms-and-downloads.

2. Intake system: 60 mm Sebeco NP01 or Elan NP01 intake.

3. No restrictor.

4. 1600 lb minimum weight.

5. Sebeco NP01-EVO and Elan NP01 may run either set of camshafts below:

a. Sebeco NP01-EVO: PL 1363 Intake Cam Part Numbered NP01 xxi, PL 1364 Exhaust Cam Part Numbered NP01 xxi, where xxi = two-digit sequential numbers from 01 onwards.

b. Elan NP01: Stock Mazda Part Nos., intake L3E3-12-420, exhaust L3E3-12-440.

2. #33485 (Jeff Barrow) Radical spec line clarifications

In P2 Table 1, Radical SR3/SR4 spec line, make the following change:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000 lbs. 1005cc max.		37.5mm	Radical wing or P2 class compliant wing and end plate. Radical rear diffuser permitted. *Radical* ~~A~~*a*ssisted shifting permitted.
		Stock Engine 1300 lbs. 1005 < 1370cc max.		40.5mm	
		Stock Engine 1160 lbs. 1370cc max.		40.5mm	

In P2 Table 1, Radical SR3 Radical Cup spec line, make the following changes:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical Cup series Radical SR-3 ~~Radical Cup~~		1500lb	Sealed Radical Cup engine and transmission *1340cc or 1500cc*	~~Unrestricted~~ *Not required*	*Car must conform with Radical Cup North America Technical Regulations except as follows:* Radical wing or P2 class compliant wing and end plate permitted. *Wheels and tires are open. Brakes are open and must be P2 class compliant.* Radical rear diffuser permitted. *Radical* ~~A~~*a*ssisted shifting permitted.

In P2 Table 1, Radical Club Sport, Pro-Sport, PR6 spec line, make the following changes:

P2 Table 1 (Spec Line Cars)					
Radical Club Sport, Pro-Sport, PR-6		Stock Engine 1000 lbs. 1005cc *max.*		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. *Radical* A*a*ssisted shifting permitted.
		Stock Engine 1160 lbs. 1370cc max.		40.5mm	

3. #33519 (Club Racing Board) E&O original class intent
In P2, GCR section 9.1.8.A.1, change as follows:
"Chassis ~~fully~~ composed of composite structural materials~~ or chassis partially composed of composite materials that is not capable of rolling on its wheels without the composite materials being installed~~."

In P2, GCR section 9.1.8.C.C.1, change as follows:
"Allow for any form of chassis construction except ~~fully composite~~ chassis *incorporating composite structural materials*. ~~A chassis partially composed of composite materials must satisfy the requirements of section 9.4.5.A, B, C, E, F, and be capable of rolling on its wheels without the composite materials being installed.~~ Both tube frame and aluminum or steel monocoque chassis construction *are* allowed."

In P2, GCR section 9.1.8.C.2, change as follows:
"Anti-intrusion panels *are* allowed anywhere on the sides of the chassis. Material~~s and attachment are~~*is* unrestricted. *Attachment points must be at least 15cm (5.906 inches) apart center to center using fasteners no larger than 6.5mm (0.256 inches) diameter*."

In P2 Table 1, add the following:

P2 Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
Stohr First Gen, Stohr WF1, West WR1000, West WX10	*97/56*	*See P2 Engine Table*	*See P2 Engine Table*	*See P2 Engine Table*	*Fully bonded composite anti-intrusion panels permitted with unrestricted attachment; car must be compliant with all other P2 requirements; no restrictions on car development within the P2 rules*

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F600 cars spec line, change the notes as follows:
"Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in chord of single or dual element; unrestricted end plate on end mounted wings*; attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC*. Converted F600 cars must retain suspension compliant with F600 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

In P2 Table 1, AMAC-AM5, Fox-2-Seater, Zephyrus, Decker 1/2 spec line, change the notes as follows:
"Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in chord of single or dual element; unrestricted end plate on end mounted wings*; attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC-AM5*. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches."

4. #33608 (Club Racing Board) Update Engine Table Spec Line B.1
In P2 Engine Table, Spec Line B.1, change 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	4	35mm *Effective 3/1/23: 34mm*		*2011 and newer Stock Kawasaki 1075* *Effective 3/1/23: 1100*	No modifications allowed on engines manufactured after 2008 model year.
						2009 and newer Stock ~~Engine~~ *Suzuki, Yamaha, Honda, BMW* 1075 *Effective 3/1/23: 1100*	
				37mm		*2010 and older Stock Kawasaki 1025*	
						2008 and older Stock ~~Engine~~ Suzuki, Yamaha, Honda, BMW 1025	
				35mm		2008 and older Modified Engine 1075	

SRF
1. #33469 (Robey Clark) Update SRF Brake Rule
In SRF, GCR section 9.1.8.D.X.g, change as follows:
"Brakes: Hawk Blue 9012 pads P/N 801993 must be used. Wilwood vented rotor P/N 800065 shall be used as delivered with no machining of any kind. Minimum thickness 12.20mm (0.481"). ~~The 1985 Renault Alliance solid front rotor (Reference: Bendix PRT1318 or Centrix 121.11004) may be used on front, rear, or both axles, but each axle must be paired to the same type rotor.~~*The Renault Alliance solid front rotors may not be used.* Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 or P/N 1196185. Original caliper pistons may be replaced with vented caliper piston P/N 1196184; no other modification allowed. Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper."

GCR

GCR

1. #33612 (Club Racing Board) 9.3.45 Clarification
In Cars and Equipment, GCR section 9.3.45, add the following:
"In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec and Touring categories, any U rated, or better, DOT approved tire is required. Re-grooving of *DOT* tires by any method is not permitted once the tire has left the manufacturer. Grooving or re-grooving of non-DOT tires is permitted unless otherwise stated in class-specific rules. Recapping of tires is not permitted in any class. Tire size is unrestricted unless otherwise stated in class-specific rules. The only modifications allowed to DOT tires are having treads "shaved" or "trued."

General

None.

Grand Touring

GT2

1. #33337 (Evan Slater) Request Permission to Use a Substitute Turbo
In GT2 Engines - Porsche, Engine Type SOHC with 2478 Displacement, change Notes as follows:
"2V only: May use Borg Warner EFR 76/70 ~~42~~*44*mm ~~SIR~~*TIR or Garrett G30-660 w/44mm TIR* @2280 lbs."

In GT2 Engines - Porsche, Engine Type SOHC with 2681 Displacement, change Notes as follows:
"2V only: May use Borg Warner EFR 76/70 ~~42~~*44*mm ~~SIR~~*TIR or Garrett G30-660 w/44mm TIR* @2330 lbs."

In GT2 Engines - Porsche, Engine Type SOHC with 2992 Displacement, change Notes as follows:
"2V only: May use Borg Warner EFR 76/70 ~~42~~*44*mm ~~SIR~~*TIR or Garrett G30-660 w/44mm TIR* @2405 lbs."

2. #33342 (Joe Aquilante) Request to Reduce Restriction on C7 GT2 Corvette
In GT2-ST, Chevrolet Corvette (14-19) w/ Maximum Displacement L76 5967, change Restrictor as follows:
"~~70~~*73*"

2. #33437 (Grand Touring Committee) GT2 Mazda 13b turbocharger part # update
In GT2 Spec Lines, Engines - MAZDA, 13B Street / Bridge Port, change Notes as follows:
"Part# EFR ~~70/76~~*76/70* Turbocharger-~~42~~*46*mm"

3. #33610 (Grand Touring Committee) GT2-ST BMW E36/46 spec line remove
In GT2-ST Spec Lines, BMW E36/46, add to Notes as follows:
"*In the US. MA Shaw a company that also builds BMW body kits has both E36 and E46 carbon/composite door offerings E36/46: https;//www.mashaw.com/html/product_info_BMW.html.*
-BMW E-36 PTG style wide body kit
-M-3 front bumper with splitter
-Front fenders
-Side rockers
-Rear flairs
-Rear bumper"

4. #33681 (Grand Touring Committee) BOP adjustment for GT2 & GT2-ST
In GT2, Porsche 991.1 GT3 Cup, make changes as follows:
~~70~~**72**mm Throttle body Restrictor (TBR)
ABS is allowed ~~with a 100lb. penalty.~~

In GT2, Porsche 991.2 GT3 Cup, make Changes as follows:
~~3100~~*3000*lbs. ~~65~~*67*mm Throttle Body Restrictor (TBR)

In GT2, Porsche 996/997.1 GT3 Cup, make Changes as follow:
ABS is allowed ~~with a 100lb. penalty~~.

In GT2, Porsche 997.2 GT3 Cup, make changes as follows:
ABS is allowed ~~with a 100lb. penalty.~~

In GT2-ST, Chevrolet Corvette (-2013), make Changes as follows:

LS1,LS6 5665 ~~75~~*78*mm flat plate

LS2 5967 ~~75~~*78*mm flat plate

LS6 5967 ~~74~~*77*mm flat plate

Stock OEM LS3 6162 ~~74~~*77*mm flat plate

LS3 6162 ~~71~~*74*mm flat plate

LT1 6162 ~~68~~*71*mm flat plate

LS7 7011 ~~65~~*68*mm flat plate

In GT2, Chevrolet Corvette (14-19), make changes as follows:

LS1,LS6 5665 ~~75~~*78*mm flat plate

LS2 5967 ~~75~~*78*mm flat plate

L76 5967 ~~70~~*73*mm flat plate

Stock OEM LS3 6162 ~~74~~*77*mm flat plate

LS3 6162 ~~71~~*74*mm flat plate

LT1 6162 ~~68~~*71*mm flat plate

LS7 7011 ~~65~~*68*mm flat plate

In GT2-ST, Cadillac CTS/CTS-V , Chevrolet Camaro, Pontiac Fiero, Pontiac Firebird, Pontiac Solstice, make changes as follows:

LS7 7011 ~~75~~*78*mm flat plate or 45mm SIR

LS7 7011 ~~80~~*83*mm flat plate

In GT2-ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, make changes as follows:

7900 ~~3275~~*3125*

8000 ~~3275~~*3125*

OEM 8300 ~~3275~~*3125*

8300 ~~3275~~*3125*

8400 ~~3275~~*3125*

OEM 8400 ~~3375~~*3225*

GT3

1. #33609 (Grand Touring Committee) Remove Nissan VG30 engine from GT3
In GT3 Spec Lines, Engines - NISSAN, VG30, remove Spec Line in its entirety.

2. #33669 (Grand Touring Committee) GT3 Choke option effective 1-01-2023
In GT2, 3, LITE Category Specifications, GCR Section 9.1.2.F.13.m., add the following:
" *For GT3 only:*
1. As an option, induction system "Chokes" may be used where a SIR is required.

Said chokes shall be fitted to each barrel of carburetor/throttle body and all airflow into engine must pass through them. Choke size will be the same as listed SIR unless noted.

This option is for normally aspirated cars with SIRs only and does not apply to turbo cars with TIRs."

3. #33670 (Grand Touring Committee) GT3 2.0L choke/weight option
In GT2, 3, LITE Category Specifications, GCR Section 9.1.2.F.13.m., add the following:
"*2. All 2.0 liter 4-valve non-turbo engines currently listed in GT3 shall be permitted to run without any restriction (SIR or chokes) at 2060lbs."*

GTL

1. #33415 (Scott Schick) Toyota 4A-F and 4A-FE 1.6L DOHC 16V Engine Request
In GT2 Spec Lines, Engines - Toyota, add the following Spec Line:

Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4A-F 4A-FE	*DOHC*	*81mm X 77mm*	*1587*	*Alum, Crossflow*	*4*	*73.5mm SIR*	*1945*	

Improved Touring
None.

Legends Car
None.

Production
EP
1. #33293 (David Mead) Revise 79-85 RX7 Brake Spec Line Allowance
In EP Spec Line, Mazda RX-7 (12A/13B) (79-85), change Notes as follows:
"Level 1 dry sump, intake manifold porting permitted. ~~Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs.~~ 13B (only): Any 13B rotor housing and any non-turbo 6-port side and/or intermediate housing permitted. Use of differential from 94-97 Mazda MX-5/ Miata permitted."

2. #33343 (Tim Schreyer) Investigate Parity of Z3
Effective 4/1/2023 In EP Spec Line BMW Z3 2.5L, change Notes as follows:
"~~58~~*56*mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body."

3. #33405 (Joe Harlan) Request alternate carburetors for EP 280z
In EP Spec Lines, Nissan 280Z, change Carburetor. No. & Type as follows:
"*(2) Hitachi-SU (1bbl) 46mm throttle bores, or f*~~F~~uel injection."

4. #33434 (Aaron Downey) Fuel Injection 12a Mazda RX3
In EP Spec Lines, Mazda RX-2, change Carburetor. No. & Type as follows:
"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or~~ (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold"*, or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y" manifold.*"

In EP Spec Lines, Mazda RX-3 & 3SP (72-78), change Carburetor. No. & Type as follows:
"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or~~ (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold"*, or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y" manifold.*"

In EP Spec Lines, Mazda RX-4 (74-78), change Carburetor. No. & Type as follows:
"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or~~ (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold"
In EP Spec Lines, Mazda RX-7 (12A/13B) (79-85), change Carburetor. No. & Type as follows:
"12: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or~~ (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold"*, or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y"*

manifold. 13B: (1) Auto-type 2 bbl w/ 42mmchoke(s) on a “dual-y” manifold, (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a “dual-y” manifold, or stock 13B fuel injection."

5. #33436 (Aaron Downey) Mazda RX3 - Weight Reduction
In EP Spec Lines, Mazda RX-2, change Weight as follows:
"~~1950~~*1900*
*~~1999~~*1948*
**~~2048~~*1995*"

In EP Spec Lines, Mazda RX-3 & 3SP (72-78), change Weight as follows:
"~~1950~~*1900*
*~~1999~~*1948*
**~~2048~~*1995*"

In EP Spec Lines, Mazda RX-4 (74-78), change Weight as follows:
"~~2100~~*2050*
*~~2153~~*2101*
**~~2205~~*2153*"

6. #33460 (Jeff Young) Request TR8 Dry Sump Allowance
In EP Spec Lines, Triumph TR8 (78-81), add to Notes as follows:
"*Dry sump is allowed.*"

7. #33611 (Bill Coffey) 280ZX Classification Request
In EP Spec Lines, add a spec line 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.)
Nissan 280ZX (79-83)	*2*	*2425 * 2486 ** 2546*	*6 cyl SOHC*	*86.1 x 79.0 (3.39 x 3.11)*	*2760 (168.4)*	*Iron*	*Alum*	*(I) 44.2 / (1.74) (E) 35.3 / (1.39)*	*Fuel Injection*	*2320 / (91.3)*	*1488 / 1483 (58.6 / 58.4)*

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*	*252 / (9.92) Disc 269 / (10.6) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500”.*

HP
1. #33127 (Neil Verity) MGB HP Weight Break and/or Hybrid 1/2 Prep in HP
In HP Spec Lines, MGB & MGB-GT, change Weight as follows:
"~~2050~~*2000*

*~~2101~~*2050*
**~~2153~~*2100*"

In HP Spec Lines, create new spec line as follows:

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
MGB & MGB-GT	*1/2*	*2175*	*4 cyl OHV*	*80.3 x 88.9 (3.16 x 3.50)*	*1798*	*Iron*	*Iron*	*(I) 41.4 / (1.63) (E) 34.3 / (1.35)*	*(2) 1.50" SU*	*2311 (91.0)*	*1346 / 1351 (53.0 / 53.2)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*4*	*(F) 273 / (10.7) Disc (R) 254 / (10.0) Drum*		*N/A*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

2. #33568 (Brian Downey) Datsun 510 Help
In HP Spec Line, Nissan/Datsun PL510, change Weight changes:
"~~1960~~*1910*
* ~~2009~~*1958*
** ~~2058~~*2006*"

Prod General
1. #33600 (Production Committee) Review Limited Prep Port Matching Rules
In Production Category Specifications, GCR section 9.1.5.E.2.e.5., change as follows:
"Cylinder head ports may be matched to the intake *and exhaust* manifold*s* to a depth of no more than 1 inch from the port mating surface."

Spec Miata
1. #32309 (Spec Miata Committee) BOP for NB1 and NB2
In SM Spec Lines, Mazda MX-5 / Miata (01-05), change Weight as follows:
"~~2425~~*2450*
or
~~2440~~*2465* with alternate bore"

Super Production
None.

Super Touring
STL

1. #33473 (Tom Bogar) Spec MX5 in STL
In STL, Table B: Alternate Vehicle and Engine Allowances, Mazda Spec MX5 Challenge, change notes as follows:
"ACT clutch 0000-02-5004-G6, wheels 17x8 #0000-04-5706-GM, # 0000-04- 5706-SL, and Toyo RR 235-40-17 dry, Toyo RA1 235-40-17 wet. *Alternative tires on 17x7 wheels per STL rules.* No other Super Touring modifications or allowances permitted except as noted in this spec line."

Touring
T1
1. #33632 (Touring Committee) GT4 section to Current T1 Rules.
In T1, Spec Lines, add the following Spec Lines to the current spec lines:

Touring 1 - GT4						
Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Performance Control***	***Chassis Notes***
Aston Martin Vantage AMR GT4	*4010*	*315*	*3575*	*SRO GT4 2022 Rules*	*SRO power level ECU Map 3*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Audi R8 GT4	*4020*	*315*	*3550*	*SRO GT4 2022 Rules*	*Power level 2020, 44mm SRO Compliant restrictor*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
BMW M4 GT4	*4030*	*315*	*3500*	*SRO GT4 2022 Rules*	*Gold power stick*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Ford Mustang GT4	*4040*	*315*	*3550*	*SRO GT4 2022 Rules*	*63mm SRO compliant restrictor*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Maclaren 570S GT4	*4050*	*275 (f) 315m (r)*	*3450*	*SRO GT4 2022 Rules*	*SRO 2019 BOP ECU map*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Mercedes AMG GT4	*4060*	*315*	*3450*	*SRO GT4 2022 Rules*	*SRO 2019 Power level 2*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Porsche 718 Cayman GT4 CS MR	*4070*	*275 (f) 315m (r)*	*3200*	*SRO GT4 2022 Rules*	*SRO ECU map 2020*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Porsche 718 GT4 RS Clubsport	*4080*	*275 (f) 315m (r)*	*3450*	*SRO GT4 2022 Rules*	*Restrictor 54mm*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***
Toyota Supra GR GT4	*4090*	*315*	*3350*	*SRO GT4 2022 Rules*	*Blue power stick*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***

Touring 1 - Homologated Cars						
Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Performance Control***	***Chassis Notes***
BMW M2 ClubSport Racing	*4100*	*315*	*3400*	*Must meet factory specs*	*BMW 450 hp black power stick.*	*Permitted to run with windows up.*
Chevrolet Spec Corvette	*4110*	*Must comply with Spec Corvette tire rules*	*3200*	*Cars must comply with all Spec Corvette rules dated 3-1-21 including fuel.*		*No tire treatment or rubber softeners are permitted.*
Ford Mustang FP350S 2017	*4120*	*315*	*3500 lb*	*Must meet factory specs*	*75mm flat plate*	*VIN not required. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. Shocks conforming to T1 rules permitted. Alternative rear toe links permitted.*

T2

1. #33464 (Gamaliel Aguilar Gamez) BMW M235iR/M240iR Aftermarket 2WNR Shocks Allowed - Touring 2
In T2 Spec Lines, BMW M235iR (-2016), change as follows:
Weight: "~~3400~~*3350*"
Notes: "DOT approved tires required. All other components must be as homologated from BMW Motorsports. No other changes or Touring rule allowances permitted *unless specified below.* Must conform to World Challenge VTS 2/25/2016 rev.2. 240iR/Evo package permitted. 240iR permitted. Must run DOT tires. *T2 compliant shocks permitted. Alternative tune permitted.*"

T2-T4

1. #33617 (Club Racing Board) Touring (T2-T5) Category
In GCR, CARS AND EQUIPMENT, section 9.1.9. TOURING CATEGORY CLASSES: add the following:
"*Touring 5 (T5)*"

In GCR, Section 9.1.9.2. Touring (T2-T5) Category, change as follows:

"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T5 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T~~4~~*5* car and conform to their specification line allowances as classified. T5 is a Regional only class."
In GCR, Section 9.1.9.2.D.1.i.5., change as follows:
"T2-T~~4~~*5* only:"

In GCR, Section 9.1.9.2.D.7.b., add as follows:
"~~*T5 has a maximum tire size of 225/45.*~~ *T5 has a maximum tire width of 225 and a minimum aspect ratio of 45.*"

2. #33651 (Club Racing Board) ENO 9.1.9.2.D.1.e.1.a.
In GCR Touring (T2-T5) Category Specifications, Section 9.1.9.2.D.1.e.1.a, change as follows:
"A maximum of 3.5 degrees of negative c~~h~~amber is allowed on front and rear suspensions."

T3

1. #33020 (Derek Chan) 350z SPC Upper Control Arm Safety Concerns
In T3 Spec Lines, 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. *Performance alternative front upper control arms permitted.* ~~SPC Control Arms 72130, 72125, or 72123 are allowed.~~ Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two 42mm flat plate restrictors required. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Nissan brake part numbers NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front RotorLEFT 40207-SZ350 permitted. 44011-RC350 rear caliper kit permitted, 43206- SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

In T3 Spec Lines, 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 42mm flat plate restrictors required. *Performance alternative front upper control arms permitted.* ~~SPC Control Arms 72130, 72125, or 72123 are 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. 44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

2. #33379 (Derek Kulach) Request Help for 350z
In T3 Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change as follows:
Wheel Size: "~~18 x 9 (F)~~ 18 x 10 ~~(R)~~"
Weight: "DE Motor: ~~3250~~*3200* HR Motor: ~~3325~~*3275*"
Notes: "~~42mm~~*44mm* flat plate restrictors required."

In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change as follows:
Wheel Size: "~~19 x 9 (F)~~ 19 x 10 ~~(R)~~"
Weight: "~~3375~~*3275*"

3. #33506 (Scotty B White) Ecoboost Acknowledgement
In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change Notes as follows:
"~~34mm~~*35mm* TIR required"

T4

1. #33294 (Mathew Milford) Allowable Springs and Sway Bars for 06-11 Civic si Spec Line
In T4 Spec Lines, Honda Civic Si (06-11), add to Notes as follows:
"*Sway bars up to 32mm front and rear permitted. Springs allowed up to 700 pounds.*"

JUDGMENT OF THE COURT OF APPEALS
Fred Brinkel vs. SOM COA Ref. No. 22-11-NE
December 20, 2022

FACTS IN BRIEF

On September 4, 2022, at the MARRS Labor Day Event at Summit Point, Chris Current Assistant Chief Steward, submitted a Request for Action (RFA) to review a contact incident between Bruce Shelton, driver of GT Pinto (GTP) #11, and Donald Walsh, driver of E Production (EP) #47, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), Russell Gardner, Jim Harrison, Jerry Wannarka, and Scott Malbon (Chairman), met, reviewed video evidence, and heard testimony from only Mr. Walsh. The SOM determined Mr. Shelton violated GCR 6.11.1.A. and B. and penalized him with probation for three event weekends and placed 3 points on his competition license. Fred Brinkel, Chief Steward, upon finding Mr. Shelton was not heard by the SOM, appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Jeffery Niess, and James Foyle (Chairman) met on November 10, 2022, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Fred Brinkel, received September 13, 2022.
2. Official Observers Report and related documents, received September 27, 2022.
3. Videos from EP #47 and following cars, received September 27, 2022.
4. Email from Mr. Shelton, received October 7, 2022.
5. Hearing and Decision of new SOM court, received October 24, 2022.
6. Letter from Mr. Brinkel, received November 7, 2022.

FINDINGS

The COA verified Mr. Shelton was not given the opportunity to be heard by the first court, as directed by GCR 8.2. (Each party or witness must be heard separately and privately.) The COA requested the Chairman of the Stewards Program (Ken Blackburn) appoint a new SOM court to investigate and rehear the RFA, per GCR 8.4.5.A.2. (The Court may order a rehearing…).

The newly appointed SOM court, Kevin Coulter, James Rogerson, and Michael West (Chairman) conducted a hearing and found Mr. Shelton violated GCR 6.11.A. (Avoid contact), B. (Provide racing room), and D. (Passing responsibilities), and penalized him with probation for three road racing weekend events and placed 3 points on his competition license.

Mr. Brinkel elected to withdraw his appeal.

DECISION

The Court of Appeals accepts the withdrawal of Mr. Brinkel's appeal and returns it unheard. The appeal fee will be returned.

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

CLUB RACING BOARD MINUTES | January 3, 2023

The Club Racing Board met by teleconference on January 3, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #33647 (Brian Bourne) Discussion of Proposed EV Rules

Thank you for your letter. (Response to be finished by this weekend by Paul Messier)

F6

1. #33593 (Rick Eskola) Allow the #420924502 Rotary Valve in Rotax Model 494 Engine

Thank you for your letter. Please see the response to letter #33584 in this Fastrack's Technical Bulletin.

GCR

1. #33481 (Kristen Moore) Awards and Trophies Request

Thank you for your letter. The definition of a trophy or award can be written into the event supplemental regulations to help address your options.

General

1. #33657 (Chad Cheshire) Electronic Log Books

Thank you for your letter. This information is tracked and available to stewards.

GT1

1. #33594 (Jeremy Schwarz) Weight Penalty - TA

Thank you for your letter. You are incorrect in your interpretation. If you a competitor decides to add a front nose diffuser to an otherwise GT1 compliant body, it's a 50 lb. weight penalty. If a competitor chooses to add anything else that T/A now allows aero-wise, either in addition to, or instead of the nose diffuser, it's a 100 lb. weight penalty.

GT2

1. #33112 (Sterling Cole) Request for Amendment for 13B Turbo Rotary Engine Classification

Thank you for your letter. Please response to letter #33080 in current Fastrack.

2. #33330 (Luis Rivera) Runoffs Performance of Turbo Rotary

Thank you for your letter. Please see the response to letter #33080 in current Fastrack.

T1

1. #33692 (David Mead) T1 Mazda RX7 Classification Weight

Thank you for your letter. Please refer to GCR 9.3.7. in GCR.

T2

1. #33354 (Clark Cambern) Add American Sedan Challenger Spec Line
Thank you for your letter. Please submit VTS sheets for this car. Be specific about the modifications that are currently done to the car, so we can determine if it fits well in Touring.

T2-T4

1. #32802 (Ben Jacobs) Request to classify the new Civic SI FE1 factory race car
Thank you for your letter. We would class the Civic SI FE1 in T3 (without the wing pictured). Please provide VTS info.

T3

1. #32749 (Kelly Peebles) Request guidance- my car is a pig/has a gearing issue
Thank you for your letter. We recommend meeting up with other friendly racers at an event and see what advice they can give you in person. They'll have a better idea of where you can make improvement. They'll have an opportunity to look over your car and suggest setup issues. They may also have a chance to remark on your driving, marks and consistency. Good luck, have fun.

Not Recommended

EV General

1. #33627 (Charles Sinkler) SCREV Battery Construction
Thank you for your letter. Improper assembly of cylindrical cells or individual pouch cells into modules/packs presents a unique safety hazard, especially in electrified vehicles. The design, assembly, and manufacture of the pack or module requires significant engineering design and quality control during assembly to ensure the safety of the pack or module electrical load and use over time. This includes mechanical design, electrical isolation, thermal considerations, and cell connections to name a few. In the case of an isolation breakdown or loose cell connection internal to the module or pack, the design and assembly of the pack is critical as the Battery Management System/Insulating Measurement Device cannot stop the reaction that could lead to a RESS/Battery Pack fire. Although the SCCA recognizes that some members may have the capacity to perform sufficient design and quality assembly of cells to create a safe pack or module, the capacity to verify and inspect such as pack or module by on-track inspection or homologation is not practical at this time. Use of commercially available pack or modules provides an opportunity for a competitor to design a custom energy store for their vehicle by leveraging the "built-in" engineering needed to design and assembly the pack or module. This also simplifies the inspection needed of the custom energy store.

The EVAC has also surveyed various commercially available packs/modules and determined that custom assembly of cylindrical cells or pouch cells is not required to build a competitive energy store for electrified vehicle in the various SCCA programs.

F6

1. #33661 (Carl Wassersleben) Decrease Weight in F600 W/593HO

With regard to performance parity of the Rotax 593 HO with the 600cc motorcycle-based engine cars, the Club Racing Board has been carefully monitoring class performance at selected U.S. Majors Tour events as well as at the Runoffs, and no clear advantage has been evident for either drivetrain so far. We will continue to monitor performance and plan to expand data collection to other tracks this year. Although the effect of adding or removing weight can sometimes be difficult to discern, a definite correlation between weight and lap times exists, and it has been shown to be a good way to fine-tune performance balancing. To date, we have not received reports of or observed unusual or extraordinary weight-related chassis failures. In general, chassis age and adding weight, power, better tires, and heavier power plants each could contribute to additional stresses on a chassis. As an alternative to meeting minimum weight purely by adding ballast, a higher minimum weight can help to alleviate the negative effects of such additional stresses on the chassis by allowing the cars to run more structurally sound frames and strengthened components as the performance increases, which often increases weight organically and overall adds safety.

GCR

1. #33321 (James Blumenfeld) Creating a specialty for the pace car team

Thank you for your letter and your work as a pace car driver. The Club Racing Board does not recommend creating a separate pace car driver specialty, which would involve preparation of a manual, appointment of several divisional administrators, and implementation of other administrative requirements. Under the current rules, pace car drivers are approved by the Race Director or Chief Steward and take active direction from the Operating Steward. The CRB is not aware of any problems with this arrangement of responsibilities. Establishing a common set of pace car procedures is not feasible because each track has unique characteristics and requirements, including where to enter and exit the track, proper speeds to maintain in various areas of the track, and appropriate methods for controlling individual run groups. The CRB believes the GCR's current rules on principal officials' approval and direction of pace car drivers, pace car operating procedures, and pace car driver qualifications are adequate as written.

GT2

1. #33080 (Luis Rivera) Re-evaluation of turbo classification

Thank you for your letter. As requested however a *BW7670* or *Garrett G30-60* w/46mm TIR may be used. In addition to these choices, alternate turbos with similar HP capacity may be considered. Please see letter # 33729 in current Fastrack.

2. #33510 (Michael McAleenan) Request to classify McLaren 570s in GT2-ST

Thank you for your letter. This car exceeds GT2-ST performance perimeters. The CRB suggest that you request classification in GTX.

3. #33602 (Nathan McBride) Porsche 992 Classification Request

Thank you for your letter. It is not recommended for GT2 to be added to GT1 w/GTX rules for Porsche 992 @2950lbs. Please see letter # 33730 in current Fastrack.

4. #33635 (Ian Barberi) VAC 97mm Crankshaft for S54

Thank you for your letter. Your request is not consistent with GT2-ST class philosophy.

GT3

1. #33655 (Sean Benson) Request to Classify 93 Eagle Talon TSI Turbo

Thank you for your letter. AWD is not consistent with GT3 class philosophy.

HP

1. #33652 (Eric Vickerman) Request for Comp. Adj.: Austin Healey / MG / BLMI LP1275 12:1 CR
Thank you for your letter. The need for a positive performance adjustment for the L2 AH/MG/BLMI 1275cc engines has been reviewed, and it is not recommended at this time, as these classifications continue to be competitive at a variety of tracks. It is well understood that the wide variety of different classifications that exist within a Production class will achieve their lap times in different ways, especially across a variety of track styles.

If the desire is to just change how these classifications "race" against their competition, and not necessarily their performance potential, then it would be reasonable to assume that any additional horsepower and straight-line ability would come at the expense of an off-setting weight increase. This has not been done before for a LP classification, as the net result is forcing its racers to build new engines with higher compression and lower reliability, and carry around more weight that will further wear on consumables, in order to net the same performance potential. The Committee simply does not feel that this is an appropriate measure to ask racers to endure, for the sake of hoping to change how their car produces a lap time.

2. #33671 (Keith Church) Request for Toyota Corolla Help
Thank you for your letter. Your letter concerning performance of the 70-74 Corolla has been reviewed, but an adjustment cannot be deemed appropriate at this time, without any new information to consider. The Committee requests that 70-74 Corolla racers participate in events, so that this request can be reconsidered with additional on-track performance observed and possible in-vehicle data collected. Please note that thirty (30) days advance notice of participation will help in the coordination necessary to install data boxes.

STL

1. #33645 (Alex Lozano) Allow Racing Beat Street Port on 13B Engine
Thank you for your letter. Request is against class philosophy.

2. #33646 (Alex Lozano) 13B Engine- Allow Turbo Engine Intake Manifold
Thank you for your letter. Please see ST general rules 9.1.4.G.1.e.2.. If the adaptor plate solution is not possible, please send in another letter.

T1

1. #33665 (Dominic Starkweather) Saleen S1 Cup car to Compete in T1
Thank you for your letter. In letter 33633, we re-wrote the T1 rules. To ensure similar on-track characteristics in T1 going forward, all future classifications will be classed at or above 3000 lbs. Please submit to GT3.

2. #33679 (Ali Salih) Please Allow for Carbon Doors in New T1
Thank you for your letter. We are hesitant to start allowing carbon parts under the new T1 rules. We are planning to collect as much data as possible for BOP purposes. We'd like to see where these cars end up before we make an allowance that causes you to spend money, especially if we end up needing to add weight later.

3. #33690 (David Mead) T1 Honda S2000 Classification Needs to be Reinstated
Thank you for your letter. The S2000 doesn't fit with multiple aspects of the T1 intent. The car had a forced induction, but was never sold with it. The car also ran well below 3000 lbs, which is the cutoff for T1 cars going forward.

4. #33693 (David Mead) Reinstatement of early Mustang Chassis with 3.7L Engine/ Rotrex
Thank you for your letter. The 1985 Fox body is not consistent with the new direction of T1. We are working toward a class with modern USDM based models.

T2-T4

1. #33369 (Harley Kaplan) OEM Headlights
Thank you for your letter. We do not recommend allowing headlights to be removed. We suggest sourcing aftermarket alternative headlights that are similar in appearance. Having headlights is at the core of showroom-based racing. Allowing one car to remove their headlights would start a wave of similar requests.

2. #33380 (Derek Kulach) Camber Thoughts
Thank you for your letter. Recent parts allowances should improve the reliability of the camper adjustments on certain cars. The current rules for touring allow 3.5 degrees and the appropriate parts to achieve it. If we remove the camber limit, we'd start a situation where more and more suspension allowances would be needed. In that scenario, suspension parts would become BOP adjustments.

3. #33391 (Joe Aquilante) Request to Reduce Restriction on T-2 C5 Corvette
Thank you for your letter. We are watching this spec line closely and are prepared to BOP it if needed. At this point, we'd like to see more recent data.

T3

1. #32545 (Frank Garcia) Request T3 Porsche Boxster S weight reduction
Thank you for your letter. There have been recent changes to T3 cars. Please race the car where we can collect data.

T4

1. #31656 (Chris Windsor) Chris Windsor Resume
Thank you for your resume, it will be retained on file for future consideration.

2. #32661 (Brian Price) 2016-2018 ND MX-5 Header Request
Thank you for your letter. Headers are not recommended at this time.

3. #32762 (Brian Price) Request to review 2016-2018 Mazda MX-5 HP Ratings.
Thank you for your letter. We haven't seen the car in a while. Please bring it out to provide data.

4. #32878 (Ralph Porter) BMW Z4 in Touring 4
Thank you for your letter. Please bring the car out so we can collect data.

5. #33346 (Scotty B White) Heavy Cars/Mustang
Thank you for your letter. This car is capable of being competitive in T3. It is already on a FPR in T3. With a stock HP around 300, it doesn't fit in T4.

6. #33459 (Scotty B White) Request 4 mustang(s) Classification
Thank you for your letter. Please see letter # 33346 in current Fastrack.

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. #32260 (Tom Brown) Request to rewrite control arms

In AS, GCR Section 9.1.6.D.4.d., change as follows:

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arm*s and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed. (Effective 3/1/2023)* ~~on GM F-body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

GCR

1. #32981 (National Staff) Update Participant Licensing, Event Credentials & Entries Section

Effective 3/1/2023 In Participant Licenses, GCR section 4.3, change as follows:

"**4.3.4. ~~Processing a~~ Membership and License *Requirements***

A. A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity.

B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.~~I.~~)

C. Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show his license to an official.

~~**4.3.6. Required Membership and License**~~

~~Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.~~

4.3.~~7~~*6*. Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (i*.*e. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."

In Event Credentials, GCR section 4.5, change as follows:

"**4.5.3. Hazardous Area*s* ~~Credentials~~**

A. Hazardous Area Credentials – SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release

and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on their membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

B. *Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.*

~~**4.5.4. Non-Hazardous Area Credentials**~~

~~Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.~~"

Taken Care Of

GCR

1. #33307 (Mark Waggoner) Revision of Either GCR or Timing & Scoring Manual
Thank you for your letter. This issue has been addressed by clarifying the appropriate location of the T&S start/finish camera to assist T&S with determining the correct order of finish. Please see the response to letter #33312 in the December 2022 Fastrack.

2. #33324 (Edward Capullo) Request Pace Car Specialty
Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

3. #33325 (Lindy Toland) Pace Car Specialty
Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

4. #33334 (Kent Prather) Pace Car Specialty
Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

5. #33336 (Tim Lyons) Request for Pace Car Specialty
Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

6. #33499 (Kevin Coulter) Support for Letter 33489
Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

7. #33504 (Paul Gauzens) Input RE: Letter #33489
Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

8. #33513 (ken Blackburn) Re-Visit GCR 7.4.B CSA Penalty Points
Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

12. #33514 (Bev Heilicher) Change of Rule From TB 22-09/Runoffs Edition of the GCR
Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

GT3

1. #33478 (Grand Touring Committee) GT3 Choke option
Thank you for your letter. Please see letter # 33669 and 33670 in January 2023 Fastrack.

HP

1. #33654 (Jason Stine) Support of Letter 33652
Thank you for your letter. Please see response to Letter #33652 in current Fastrack.

T1

1. #32709 (Jeff Burck) BMW M2 CS Racing Fixed Makrolon Windows Up
Thank you for your letter. See letter # 33580 in January 2023 Fastrack, Section "R" where the following rule was adopted: "Cars built with front windows are permitted, but not required, to remove them". This rule applies to cars that were purpose built for racing with windows.

2. #33143 (Garry Crook) C8 Corvette T1LP
Thank you for your letter. Please see letter #33633 in the January 2023 Fastrack, where the T1 rules have been re-written. The LP category has been incorporated into the main body of the rules.

3. #33393 (Joe Aquilante) Idea for More participation in T1 in 2023
Thank you for your letter. See letter # 33632 in the January2023 Fastrack.

4. #33535 (Scotty B White) McLaren GT4 Car Classification Request for January
Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

5. #33549 (Scotty B White) GT4 Mustang for January
Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

T4

1. #32652 (Touring Committee) Remove T4 OEM wheels on spec lines
Thank you for your letter. We'll handle this on a case by case basis. Members that wish to remove an OEM wheels are encouraged to request a change.

What Do You Think

None.

RESUMES

B-Spec

1. #33694 (Steve Kaster) Submittal for B-Spec Advisory Committee
Steve Kaster has been added to the BSAC.

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

DATE: January 20, 2022
NUMBER: TB 23-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2023. 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/T5
1. #33292 (Matt Wolfe) Split up Spec lines for Automatic/Manual 2nd Gen Fit
In B-Spec Spec Lines, Honda Fit (09-14), add to Notes as follows:
"*Any aftermarket exhaust/header allowed for the Automatic Transmission Honda Fit.*"

Electric Vehicle
None.

Formula/Sports Racing
F6
1. #33584 (Scott Thorp) Allow the #420924502 Rotary Valve in the Rotax Model 494 Engine.
In F600, GCR section 9.1.1.D.14, change as follows:
"Rotax Model 494*,* ~~and~~ Model 493, *and Model 593 must use a* single expansion chamber and *must be equipped with* ~~electric and/or~~*a* pull starter~~,~~*; an electric starter may be added.* ~~and~~ Rotax 494 *non-*RAVE engine must use the 494 non-RAVE rotor *valve*, Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation. *Rotax 494 RAVE engine may use either the 494 non-RAVE rotor valve or the stock RAVE rotor valve, Ski Doo part number 420 924 502, 159 degree designation.* RAVE valves *(exhaust)* may be blocked in the "full open" position or left as delivered. 494 RAVE and non-RAVE cylinder heads may not be interchanged between engines. Rotax 593 *engine may be* ~~in a~~ carbureted~~,~~ non-HO or HO version~~;~~ *and* must run inlet tract restrictors, Cometic gasket part number*s* A0242SP1020A *or MA0242SP1063A*, one in each tract immediately after the carburetor~~; single expansion chamber; electric and/or pull starter. Alternate restrictor plate option allowed the Rotax 593 engine part number MA0242SP1063A.~~"

In F600 engine table, Rotax 494 RAVE, change the notes as follows:
"Must use *either* the 494 non-RAVE rotor valve (Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation) *or the stock 494 RAVE rotor valve (Ski Doo part 420 924 502, 159 degree designation)*."

2. #33613 (Formula/Sports Racing Committee) Weight Reduction on Older Rotax-Engined Cars
In F600 engine table, Rotax 494 Non-RAVE spec line, change the weight as follows:
"~~800~~*775*"

In F600 engine table, Rotax 493 spec line, change the weight as follows:
"~~800~~*775*"

In F600 engine table, Rotax 593 Carbureted and non-HO spec line, change the weight as follows:
"~~850~~*840*"

FX
1. #33725 (Club Racing Board) E&O - Remove references to FB and FM in GCR section 1.4.2.D
In GCR section 1.4.2.D, change as follows:
"It is preferable not to combine FA, ~~FB,~~ FC, FE, ~~and~~*or* ~~FM~~*FX* with FV and/or F600."

GCR
GCR
1. #33540 (Michael Smith) Clarification of 6.10.5 and Appendix B, section 1.2
In Racing Rules and Procedures, GCR section 6.10.5.A, change as follows:
"If a race is stopped at less than 50 percent of its scheduled time or distance and is not restarted, it is incomplete; ~~championship points shall not be awarded~~*regions may award drivers' points,* ~~and~~*but* organizers will not be required to distribute trophies or other awards."

General
None.

Grand Touring
GT1
1. #33503 (Richard Grant) Sequential Transmission Weight Penalty
In GCR 9.1.2 Grand Touring 1 (GT1) Specifications, Section 9.1.2.D.4.b.2, change as follows:
"Sequential shifting transmissions are permitted with a ~~50~~*25*lb. weight penalty."

2. #33730 (Grand Touring Committee) GT1 Porsche 992
In GT1-ST Spec Lines, Cars - Porsche, classify Porsche 992 GT3 Cup Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Porsche 992 GT3 Cup	*3997*	*2950*		*Car must be prepared in accordance with the appropriate model/year Porsche 992 factory service manual. Factory (OEM manufactured) Lexan front windows allowed as delivered. ABS permitted.*

GT2
1. #33729 (Grand Touring Committee) GT2 Mazda 13B Turbo
In GT2 Spec Lines, Engines - Mazda, 13B Street / Bridge Port, change Notes as follows:
"Part# ~~EFR 76/70~~*BW7670 or Garrett G30-660* Turbocharger-46mm Turbo Inlet Restrictor (TIR), Street Port only @ 2280lbs."

GTA
1. #33511 (Douglas Krpata) Request rule change traditional GTA engine appendix B
In GCR 9.1.2.G GTA Category Specifications, Appendix B.5., change as follows:
"Chevrolet cylinder heads must be Dart II cast iron heads, part #~~10310010P~~*11310010p*, which replaced part #1112B and #1115B."

GTL
1. #33562 (Scott Schick) Toyota 4Y Engine Classification Request
In GTL Spec Lines, Engines - Toyota, add to Notes as follows:
3K: "*May use 4Y block only*"
4K: "*May use 4Y block only*"
5K: "*May use 4Y block only*"

Improved Touring
None.

Legends Car
None.

Production
FP
1. #33664 (Jeff Winterfield) Request to Add Mazda Protege P5 to FP
In FP Spec Lines, Mazda Protégé ES (01-03), change as follows:
"Mazda Protégé ES*/5* (01-03)"

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
T1
1. #33678 (Touring Committee) Corrections to T1 Spec Lines
In Touring 1 - GT4 Spec Lines, Maclaren 570S GT4, change Tire Size (max) as follows:
"*285 (f)*
315 (r)"

T2

1. #33269 (Carl Fung) C5 Corvette Swaybars
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to Notes as follows:
"GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. *SpecCorvette SCT-1 swaybars permitted.*"

T2-T4

1. #33333 (Norm Benson) Mustang OEM Grill Request
In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), add to Notes the following:
"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

In T2 Spec Lines, Ford Mustang V6 (11-14), add to Notes the following:
"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

In T3 Spec Lines, Ford Mustang V6 (11-14), add to Notes the following:
"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

T3

1. #33159 (Jon Cindric) Request to classify 2014 Base Cayman
In T3 Spec Lines, classify Porsche Cayman (13-16) 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:
Porsche Cayman (13-16)	*89 x 72.5 2700*	*2415*	*18 x 9*	*245*	*3.62 2.05, 1.46, 1.13, 0.97, 0.84*	*3.89*	*315 (f) 300 (r)*	*3225*	*Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed*

2. #33498 (RYAN SAARI) Hyundai Classification
In T3 Spec Lines, classify Hyundai Veloster Turbo (18-21) as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Hyundai Veloster Turbo 2018-2021	*77 x 85.4 1584*	*2650*	*17 x 8*	*245*	*3.308, 1.962, 1.294, 0.976, 0.778, 0.633*	*4.467*	*F) 331 x 32Vented Disc (R) 261 x 10 Solid Disc*	*3050*	*INJEN Intake Part# SP1342BLK allowed. C&R Radiator CR-CC-S1423 allowed. Front Tower Brace allowed. Penske 165932 F1 front and Penske 166295 R1 shocks allowed with up to 1100lb springs. 22mm rear swaybar allowed. Wilwood 1262741 caliper allowed in front with 331x32mm 2 piece aluminum/ferrous brake rotor. Vehicle is to race as homologated for SRO TCA 2022 rules. DOT approved tires required. 35mm TIR Required.*

2. #33572 (Aaron Stehly) Adjustable Rear Camber Arms for VW (All Generations)
In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), add to Notes as follows:
"*Verkline WAS-048 camber arms permitted.*"

In T3 Spec Lines, Volkswagen GTI (2013), add to Notes as follows:
"*Verkline WAS-048 camber arms permitted.*"

In T3 Spec Lines, Volkswagen GTI (14.5-17), add to Notes as follows:
"*Verkline WAS-048 camber arms permitted.*"

T4

1. #32027 (Touring Committee) 2019-2021 Mazda MX5 ND2
In T4 Spec Lines, classify Mazda MX-5 Miata/Club/ RF (19-21) as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Mazda MX-5 Miata/Club/ RF (19-21)	*83.5 x 91.2 1998*	*2309*	*17 x 7*	*225*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*2.87*	*280mm*	*2800*	*Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following item(s) must remain stock: transmission differential unless specified below. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports). 29mm (f) 16mm (r) sway bars allowed.*

2. #33666 (Touring Committee) Mazda OEM LSD was letter 32655 typo
In T4 Spec Lines, Mazda MX-5 / Club Model (06-15), change Notes as follows:
"Mazda Motorsports LSD #~~32655~~ 0000-02-5564 permitted without penalty."

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

CLUB RACING BOARD MINUTES | February 7, 2023

The Club Racing Board met by teleconference on February 7, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory
None.

No Action Required
B-Spec
1. #33592 (James Rogerson) Tender/Helper Springs
Thank you for your letter. Please see letter # 33866 in current Fastrack.

EV General
1. #33649 (Clifford Rassweiler) Proposed Rules for a Prototype Electric class
Thank you for your letter and thoughts on the future of cars for the PE class.

One of the greater challenges for a class based on weight and HP that allows considerable freedom in all other chassis/suspension design aspects is creating a Balance of Performance within the class. The 63-inch minimum width is necessary to keep the effect of aerodynamic performance within a range considered to be manageable for BoP.

It is anticipated that the first cars entering the class will be conversions of existing chassis of sports racers or formula cars fitted with full bodies and an EV drivetrain, and the 63-inch minimum width fits that target conversion platform. The choice of the listed motors is the result of modeling directed at achieving the current P2 lap time performance envelope.

F6
1. #33831 (Richard Jones) Advisory Committee for F500/F600
Thank you for your interest. At this time all positions are filled, but we will keep your letter on file for future needs.

GCR
1. #33605 (Chuck McAbee) Annual Waiver
Thank you for your letter. The insurance company for SCCA uses a calendar year for their policy coverage term for the annual waiver. In order for the annual waiver to be in place for SCCA members, you must be a current member. If your membership expires you are no longer a member of the Club and your annual waiver would not be valid.

FP
1. #33775 (J Manny Forteza) Rear spoiler question
The spec line in question is the FP Ford Mustang 2.3 (79-93), with the 2.3L 4-cylinder engine. This effectively is the base model of the entire Mustang lineup during that timeframe. If the vehicle entrant can prove that a specific wing/spoiler was fitted to that vehicle stock from the factory at any point during its production run (as defined on its spec line), and not as an option, then it would be legal to run.

Prod General

1. #33724 (Bill Lamkin) Headlight and Marker Light Covers, Mounting, and Gaps

Thank you for your letter. It is believed that the rules are adequate as written. It is ultimately the competitor's responsibility to adhere to them in an appropriate and reasonable manner, and be able to defend the modifications they have made to their car versus the rulebook. It is clearly defined what lights can/must be removed, that the resulting holes left after the removal of these lights must be covered with a screen/panel, and how that screen/panel can be contoured. A reasonable interpretation would be to ensure that the screen/panel closely replicates the shape and location of the light(s) it is replacing, and that the stock shape and profile of the vehicle remains intact. But again, it is ultimately the competitors responsibility to defend the legality of their car versus the rules and how they are written.

Not Recommended

B-Spec

1. #33642 (Steven Pounds) Update Wheel and Spacer Offset Rule

Thank you for your letter. The current rules pertaining to wheel and spacer offset are sufficient. Allowing different sized spacers at each corner, even if the total offset including wheel is identical, creates an unnecessary hurdle for enforcement.

2. #33683 (Matt Downing) Provide the Data Used for the Decision to

Thank you for your letter. Data is shared within the CRB, and upon occasion, the BSAC. At this time, there is no plan to share data reports on a regular basis. Town Hall meetings have discussed sharing individual collected data within the B-Spec community.

3. #33774 (Fritz Wilke) Spec Mini and Rest of B-Spec

Thank you for your letter. The current placement of the MINI in B-Spec shall remain unchanged.

F6

1. #33718 (CALVIN STEWART) Change the Weight of the 4 cycle F600 Cars Back to 875 Lb.

Thank you for your letter. The Club Racing Board obtained AiM data at a variety of tracks during the 2022 season and reviewed the data after each event to understand the circumstances under which the two-cycle and four-cycle cars may have advantages. The data showed that one car may have an apparently significant but brief advantage over another car at a specific location within a sector, while not having an overall performance advantage over the other car even in that sector. This kind of brief advantage most often results from the difference in powertrain characteristics of the two-cycle and four-cycle platforms. The data obtained at the 2022 Runoffs revealed no apparent benefits in the areas of concern that would indicate a lack of parity between the platforms. Although neither type of drivetrain demonstrates a clear overall advantage over the other type at this point, the Club Racing Board will continue to obtain data and will make appropriate changes if a consistent advantage arises.

GCR

1. #33743 (Errol Amy) Letter #32040 Forward Facing Camera

Thank you for your letter. Current wording is inclusive of GCR Road Racing events.

GT2

1. #33631 (Scott Simpson) Request to run a Porsche 3.3L turbo engine

Thank you for your letter. Your requested Porsche engine displacement is too large for a turbo application in the GT2 or GT2-ST class.

EP

1. #33741 (Steve Saney) Flat Plate Restrictor Alternative
Thank you for your letter, but it is believed that the method of adjusting the performance potential of this vehicle in question is appropriate for the effect that is desired. By trying to limit its performance potential by weight alone, that would only exacerbate the issue with how it competes in terms of straight-line and acceleration ability versus cornering and braking ability. Through the installation if a Flat Plate Restrictor, and not weight, the desired effect is to reduce the top-end and acceleration potential, while allowing it to still brake and corner in a manner that is competitive and within reason versus the rest of the class.

HP

1. #33728 (James Rogerson) Alternate Tire for 13
Thank you for your letter, but this allowance is not recommended. It is not within class philosophy to make specific tire and wheel package allowances outside of what's on a vehicles spec line, especially if the goal of that package is to be NOT competitive, and then require monitoring to ensure that this is the case. Note that any tire is already legal to run in the Prod category, but the max wheel size limitation on a vehicles spec line must be adhered to.

STL

1. #33618 (Olivier Jean-Francois) Engine Penalties Removal Request for the Toyota 86/FRS/BRZ
Thank you for your letter. Not consistent with class philosophy.

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 ules 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. #32274 (Tim Myers) Request classifying all GT4 cars in GT2
Thank you for your letter. Most of the GT4 cars classed in GT2 have been moved into T1. A few older lower performance GT4 classifications have remained in GT2-ST.

2. #32275 (Tim Myers) Request classification of BMW M4GT4 in GT2 class
Thank you for your letter. Please see letter #32274 in current Fastrack.

3. #32276 (Tim Myers) Clarification on GT4 classification in GT2, re letter: 31737
Thank you for your letter. Please see letter #32274 in current Fastrack.

4. #32397 (Matthew Miller) Please Classify FIA GT4 Mustang in GT2
Thank you for your letter. Please see letter #32274 in current Fastrack.

5. #32951 (Andrew Aquilante) Tabled letter about GT4 car in GT2-ST Letter #32353
Thank you for your letter. Please see letter #32274 in current Fastrack.

What Do You Think
None.

RESUMES
3. #33880 (Club Racing Board) Todd Butler and Jim Weidenbaum added to GCRAC
The GCR Advisory Committee would like to thank Jim Rogaski who is stepping down from the chair position after many years of service. Jim will remain as a contributing member of the GCR AC for the remainder of 2023. Todd Butler is assuming the role of chair for 2023. The GCR AC would also like to formally recognize the service of Dennis Joyce on the GCRAC for many years of service and wish him well in the future. The GCR AC also welcomes Jim Weidenbaum as a new member effective February.

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

DATE: February 20, 2022
NUMBER: TB 23-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2023. 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/T5
1. #33363 (John Phillips) Early Model Mini
In BSPEC Spec Lines, Mini Cooper (R56) MT (07-10), change Notes as follows:
"4~~0~~*1*mm FPR required *with OE catalyst*"
"OBX header part #10-2101-2S permitted *with 40mm FPR*."

In BSPEC Spec Lines, Mini Cooper (R56) AT (07-10), change Notes as follows:
"4~~0~~*1*mm FPR required *with OE catalyst*"
"OBX header part #10-2101-2S permitted *with 40mm FPR*."

In BSPEC Spec Lines, Mini Cooper Clubman (R55) (07 - 10), change Notes as follows:
"4~~0~~*1*mm FPR required *with OE catalyst*"
"OBX header part #10-2101-2S permitted *with 40mm FPR*."

2. #33866 (Frank Schwartz) Helper Versus Tender springs.
In B-Spec Category Specifications, GCR Section 9.1.10.E.36., change as follows:
"Suspension: competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, ~~including 'helper' or 'tender' springs,~~ up to a maximum spring rate of 500 pounds may be used. *Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed.* Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed."

Electric Vehicle
None.

Fastrack news official SCCA member notification
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Formula/Sports Racing

FF

1. #33752 (Formula/Sports Racing Committee) Add Fast Forward Part Numbers for Honda Fit Engine

In FC/FF, GCR section 9.1.1.B.14.a.6, change as follows:

"For all Honda part numbers in these specifications, super~~s~~*s*eding part numbers are considered equivalent.

In FC/FF, GCR section 9.1.1.B.14.f.5, change as follows:

"Cylinder head breather restrictor must be used as supplied by HPD *or Fast Forward*, unmodified~~.~~*: HPD* PN: 15262-F21S-A200*; Fast Forward PN: FF200-503*."

In FC/FF, GCR section 9.1.1.B.14.k.2, change as follows:

"The upper manifold, air box and throttle body assembly must be used as delivered from *Honda,* HPD*, or Fast Forward as noted below*."

In FC/FF, GCR section 9.1.1.B.14.k.2, insert as follows:

"*a. Intake manifold: HPD PN: 17210-F21S-A210; Fast Forward PN: FF200-201.*

b. Throttle body: Honda Fit: PN: 16400ZZ5024; HPD PN: 16400ZZ5024; Fast Forward PN: FF200-104.

c. Throttle lever: HPD PN: 17330-F21S-A210; Fast Forward PN: FF200-101."

In FC/FF, GCR section 9.1.1.B.14.k.3, change as follows:

"All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM*,* ~~or~~ HPD supplied *or Fast Forward as noted below*.

a. Gasket In. manifold: *HPD PN:* 17105-RB0-004, Honda Fit OEM.

b. Gasket, EGR chamber cover: *HPD PN:* 17146-RB0-004, Honda Fit OEM.

c. Gasket In. port: *HPD PN:* 17115-RB0-007, Honda Fit OEM.

d. Gasket, restrictor: *HPD PN:* 17399-F21S-A200~~, (2 required) HPD~~*; Fast Forward PN: FF200-109. Two required*."

In FC/FF, GCR section 9.1.1.B.14.k.5, change as follows:

"The Honda Fit engine is required to have an ~~HPD supplied~~ air inlet restrictor *supplied by HPD or Fast Forward: HPD PN: 17344-F21S-A201; Fast Forward PN: FF200-110,* with internal diameter of 30.5mm and thickness of 3.175mm (0.125 inches) correctly installed within the intake system."

In FC/FF, GCR section 9.1.1.B.14.m.1, change as follows:

"The exhaust manifold must be as supplied by HPD *or Fast Forward:*~~,~~ HPD ~~part #~~*PN:* 18150-F21S-A200 or~~#~~ *PN:* 181~~8~~50-F21S-B200*; Fast Forward PN: FF500-001 or PN: FF500-002*."

In FC/FF, GCR section 9.1.1.B.14.n.1, change as follows:
"The oil pan*, baffle plate, and scavenge pump filter fittings* must be as supplied by HP *or Fast Forward as noted below*. No modifications are permitted.
a. Oil pan: HPD PN: 11200-F21S-A210 or PN: 11200-F21S-C240; Fast Forward PN: FF100-201A or PN: FF100-201B.

b. Oil pan baffle plate: HPD PN: 11221-F21S-A210; Fast Forward PN: FF100-202.

c. Oil scavenge pump filter fittings (2 required): HPD PN: 15180-F21S-A210; Fast Forward PN: FF100-204."

In FC/FF, GCR section 9.1.1.B.14.n.3, change as follows:
"The scavenge *pump and internal scavenge pump parts* must be as supplied from HPD *or Fast Forward as noted below*."

In FC/FF, GCR section 9.1.1.B.14.n.3, change as follows:
"b. Rotor outside diameter: *HPD* 44.400mm (1.748 inches)~~÷~~*; Fast Forward 40.640mm (1.600 inches).*

c. Scavenge pump rotor set: HPD PN: 15450-F21S-A20; Fast Forward PN: FF100-110.

d. Oil pump: HPD PN: 15100-F21S-A200; Fast Forward PN: FF100-100A.

e. Scavenge pump cartridge: 15111-F21S-A21; Fast Forward PN: FF100-127.

f. Scavenge pump port A: HPD PN: 15137-F21S-A20; Fast Forward PN: FF100-101.

g. Scavenge pump port B: HPD PN: 15139-F21S-A20; Fast Forward PN: FF100-102.

h. Scavenge pump shaft: HPD PN: 15510-F21S-A20; Fast Forward PN: FF100-103.

i. Scavenge pump front cover: HPD PN: 15070-F21S-A21; Fast Forward PN: FF100-104."

SRF
1. #33765 (Robey Clark) Update SRF Bodywork Fitment Rule
In Spec Racer Ford, GCR section 9.1.8.D.1.E, change as follows:
"j. Optional Bodywork Modification:
Viewing the tail section of the car from behind, draw a vertical line at the left and right ends of the outer vents from the bottom edge of the bodywork up to a point two (2) inches below the crease at the lower edge of the vented panel. Make a vertical cut at each line. The horizontal cut is to be one (1) inch below the crease at the base of the vented panel. Leave a one (1) inch radius at each corner. Air Scoop (P/N 190000) must be installed in conjunction with rear cutout per Enterprises installation instructions. SRF3 tail sections are allowed on SRFs. *For purposes of tail section to center section fitment with the GEN3 airbox, shimming is allowed at the rear of the center section. Shim material may be up to 19 mm (0.75") thick along the 1" upper square sidepod tube. Mounting location cannot be modified or added. Shim material must be securely attached, but must not be welded.*
~~An alternate dash panel has been approved for use in Spec Racer Fords. The dash will be furnished by Enterprises only. P/N 180100 or 180101~~

k. Required Bodywork Modification:
A 22.5" diameter wheel arch shall be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 9.25" vertically along the centerline. The 22.5" diameter circle intersects the bottom edge of the tail section 11.1" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.75".

l. An alternate dash panel has been approved for use in Spec Racer Fords. The dash will be furnished by Enterprises only. P/N 180100 or 180101."

GCR
GCR
1. #33571 (Club Racing Board) Penalties for tampering with car directed to post-race impound
In GCR section 5.9.3.A.2, change as follows:
"~~During impound activities, cars are not allowed to be worked on or touched by anyone~~ ~~u~~*U*nless directed by a tech official~~.~~*, working on, repairing, or altering a car that has been directed to post-race impound will result in disqualification and other appropriate penalties assessed to both driver and entrant and may result in suspension of membership. Tire pressures and tire temperatures may be checked.*"

2. #33758 (David Muramoto) Request to clean up 9.3.18(e) Driver restraint language
In GCR, Section 9.3.18.E. DRIVER'S RESTRAINT SYSTEM, delete in its entirety and replace as follows:
"*1. Driver restraints must meet one of the following specifications:*

a. SFI 16.1 or 16.5 – labels display the specification number, expiration month and year, and expiration final date of either June 30th or December 31st of the expiration year. SFI labels, with June 30th expiration dates, are good until December 31st of the labeled expiration year.

b. FIA 8853/2016 – labels display an expiration date.

2. If a restraint system has multiple labels, the label with the latest expiration date is acceptable."

General
None.

Grand Touring
None.

Improved Touring
None.

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
STU
1. #33737 (Eric Heinrich) E&O STU NA Weight Chart.
In STU, GCR Section 9.1.4.1.H.1. chart, Factory Engine Displacement (cc) Minimum Weight (lbs), change as follows:
"2450 ~~2596~~*2595*"
"2600 ~~2860~~*2710*"

Touring
T1
1. #33691 (David Mead) Sequential Gearbox Limitations in T1
In GCR, Section 9.1.9.1.I.4., change as follows:
"Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 *(or greater/overdriven)* ratio in top gear. Transmission location must be OEM. Maximum bellhousing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs."

2. #33786 (Touring Committee) T1 GT4 adjustments
In Touring 1 - GT4 Spec Lines, change Min. Weight with Driver (LBS) as follows:
Aston Martin Vantage AMR GT4: "~~3575~~*3450*"

Audi R8 GT4: "~~3550~~*3425*"

BMW M4 GT4: "~~3500~~*3375*"

Ford Mustang GT4: "~~3550~~*3425*"

Maclaren 570S GT4: "~~3450~~*3325*"

Mercedes AMG GT4: "~~3450~~*3325*"

Porsche 718 Cayman GT4 CS MR: "~~3200~~*3075*"

Porsche 718 GT4 RS Clubsport: "~~3450~~*3325*"

Toyota Supra GR GT4: "~~3350~~*3225*"

3. #33916 (Touring Committee) Sunset of pre 2023 Touring 1 Rules.
In T1, GCR Section 9.1.9.1.A., remove in its entirety.
In T1 Spec Lines, remove in its entirety.

T2

1. #33672 (Marty Grand) Honda Civic Type R Tire Size Increase
In T2 Spec Lines, Honda Civic Type-R (2017-), change Tire Size as follows:
"~~275~~*295*"

T3

1. #33082 (Allen Briere) Remove StopTech 4 piston BBK, allow any 4 Piston Kit - VW GTI
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. Effective 03/01/2022 Turbo Inlet Restrictor 36mm required max 60mm from impeller. R32 model brake package allowed. Any 4 piston Stoptech, *Alcon or Brembo* brake kit (max 355mm *x 32mm*) incl. 2-piece rotors allowed (+50lb) ECS street shield 003425ECS01AKT allowed. Neuspeed intake and filter # 65.10.97 allowed or OEM Air Intake andfilter - 25 lb."

2. #33687 (Kelly Peebles) T3 Boxster S GCR request
In T3 Spec Lines, Porsche Spec Boxster, change Notes as follows:
"Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Tires must meet ~~2016~~*Current* SPB rules or any 245 DOT tire permitted. No other touring allowances permitted."

3. #33732 (Aaron Stehly) OEM VW Steering Spindle Replacements 06-10 VW GTI and Jetta
In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), add to Notes the following:
"VW knuckles 3C0407253F (L) and 3C0407254F (R) permitted."

T4

1. #33762 (Chi Ho) BMW 320I intercooler
In T3 Spec Lines, BMW- 320I, add to Notes the following:
"*Aftermarket intercooler permitted.*"

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

CLUB RACING BOARD MINUTES | March 7, 2023

The Club Racing Board met by teleconference on March 7, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #33869 (Clifford Rassweiler) Rethinking the PE rules

Thank you for your letter. Your continued interest and suggestions are appreciated, you have provided ideas and reasons to question and perhaps modify the current path for Formula and Prototype Electrics.

SCCA competition vehicles will continue to be based on a 4-wheel platform symmetrical built around the longitudinal center line of the race car, that is just who we are. The cars need to look like traditional street cars and the current typical formula and sport racers. Building a car from a blank piece of paper is a monumental task that has only been achieved by a small number of people. The most likely early EV pure race cars, not street car conversions will be repurposed formula and sport racers, this makes the most economical sense.

The direction you are suggesting for the PEV would be best served by attending Track Day experiences where wheel to wheel competition with cars of equal performance is not the goal and would allow you to test your driving capability with a unique car you have built for the track.

GCR

1. #33915 (Matt Blehm) Enforce the 115% rule.

Thank you for your letter. The rule requires a driver who does not qualify within a maximum of 115% of the class track record to obtain permission from the Race Director to race. It does not expressly deny a driver the ability to start a race. The Hoosier Super Tour officials carefully consider all contributing factors in the decision to permit a race start and will continue to use appropriate discretion in the enforcement of the rule.

General

1. #33668 (Chad Cheshire) Rule Making

Thank you for your letter. Individual members of the Advisory Committees and CRB are governed by their "Policy Guidelines and Operations Manual" which provides for confidentiality of information and matters which come before them. This is done so as to avoid the appearance that an individual member is speaking on behalf of their committee and to further protect the confidentiality of other member's data. Car performance data is an important input, one that we did not have until just a few years ago. It has helped our Advisory Committees to make decisions on BOP matters in a far more quantitative fashion than in years past but is not by itself a sole determinant. Permitting the release of such data which, as noted, is held in strict confidence, would not only compromise the privacy and work product of the subject competitor(s), but likely lead to a continuing debate over the data and the resulting decisions. This would not benefit the organization or its individual members. One must further be cognizant of the fact that much, if not all, of the work for which you seek public disclosure is performed by unpaid volunteers who donate countless hours of their lives to our organization. Even if such disclosure would be of benefit there simply are not the available resources to record and publish this information.

GT1

1. #33820 (Jeremy Schwarz) #33594 - Weight Clarification
Thank you for your letter. Here is an example:
2780 base
+ 75 lbs. total for T/A aero adds (this includes a tunneled nose)
+ 50 lbs. for 18.0" wheels
+ 25 lbs. for sequential transmission
+ 25 lbs. for FR9 or RO7 engines
Total in this configuration would be 2955 lbs.

GTL

1. #33841 (Brian Linn) adjustments based on Runoffs and other data?
Thank you for your letter. The CRB will continue to monitor the data received on the GTLite class.

Prod General

1. #33936 (James Rogerson) Please Revisit Tire and Wheel Width Rule Letter #33728
Thank you for your letter. There is no change to the original response to letter #33728, which requested that vehicles which are specified to run a MAX 13" diameter wheel be allowed to run a 15x7" wheel when using the B-Spec Hankook or SM Hoosier tire. It pointed at rule 9.1.5.E.8.c as justification to why this should be allowed. Rule 9.1.5.E.8.c allows for an increase in wheel WIDTH only, when running a specific America Racer tire. It does not allow for an increase in wheel diameter, versus what is on a vehicles spec line, which is not the same as what's being requested here. Furthermore, its existence alone is not enough of a justifiable reason for the PAC to make further special tire and wheel package allowances, which are outside the scope of the Production Category. If the goal is to just find a cheaper alternative than the radial or bias-ply slick tires that are common in Prod, with competitiveness not being a concern, then a competitor is free to use a DOT race or street tire that fits their MAX wheel size, as specified on their vehicles spec line.

SM

1. #32619 (Danny Steyn) Spec Miata Parity - VVT vs 99
Thank you for your letter. As indicated in Fastrack, for 2023 the weight of the 01-05 VVT cars has been increased by 25lbs.

STU

1. #33750 (Sean Benson) Eagle Talon TSI AWD Classification for STU
Thank you for your letter. Please refer to GCR Section 9.1.4.H.3. for rules for Turbo charged vehicles in STU.

T1

1. #33780 (MARC HOOVER) Please Reclassify MX5 TURBO
Thank you for your letter. Over the past year, we have repeatedly stated that we are grandfathering pre-existing T1 cars that don't conform to the new T1 3000 lb vision, as long as they are continuously campaigned in the class. We want to see it raced in at least 3 Majors events/season to remain in the class. We admit, the NA, and NB Miata used to be classed in T1, but didn't make it into the new rules. If you are willing to continue to operate under these stipulations, we are willing to put it back in the class.

T2

1. #33908 (Andrew Aquilante) Tires on Honda Civic Type-R (letter 33672)
Thank you for your letter. We will continue to watch this car. We expect to see the larger tires decrease the car's top speed.

T3

1. #33548 (Kevin Anderson) 2022 BRZ/86 Allowances
Thank you for your letter. After reviewing the qualifying sheet and the race data collected at Sebring, we are confident that this spec line is competitive. We will keep watching it.

Not Recommended

GCR

1. #33871 (Kevin Stuckey) Request for change in rules for car numbering
Thank you for your letter. 3 digit numbers not starting with the number 1 increase the work load in Timing and Scoring.

GT3

1. #33913 (Tim Myers) Audi TCR help GT3
Thank you for your letter. The GT3 class Audi TCR will continue to be monitored in order to evaluate any spec changes.

SM

1. #33901 (Tyler Quance) Re Visit the VVT Weight Penalty
Thank you for your letter. Data boxes were installed in cars at the COTA event and based on your letter the data was evaluated by both the CRB and SMAC. The data from those boxes does not indicate a parity problem or support a change to the rules at this time. SMAC and CRB will continue to monitor BOP and data throughout the 2023 season.

T1

1. #33796 (Paul Easy) Nissan 370Z - request for classification
Thank you for your letter. The car could easily be adapted for T2 or T3. The racing camshaft and ITBs aren't compliant in the Touring classes. We don't believe that the car as you presented it, would be competitive in T1.

T2

1. #33674 (Marty Grand) Reduce Mitsubishi Evo 9 Weight
Thank you for your letter. We would like to see current data on this car before making a change. Please bring it out.

2. #33675 (Marty Grand) Adjust Mitsubishi Evo 9 Spring Rates
Thank you for your letter. We believe that the spring rates are well outside the class standards, and question if the allowed suspension components could safely handle that high of a spring rate.

3. #33928 (Chris Taylor) Honda Type R
Thank you for your letter. We have data from a Civic Type R. We are confident that the car is capable of being competitive. An unrestricted version of this car has competitive power for T2, let alone T3.

T3

1. #33673 (Marty Grand) competitively Class the Honda Civic Type R in Touring 3
Thank you for your letter. Based on public 2022 Runoffs data, the Civic Type R was 3 MPH faster than the winning T2 car. That is not a good fit in T3.

T4

1. #33801 (Randall Smart) Max tire size for 05-10 Mustang V-6
Thank you for your letter. The TAC is working to remove 275 tires from T4. We do not recommend adding them to the spec line at this point.

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 BoDs 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. #33447 (SCCA Staff) Test Day Corner Staffing Requirement
In Events, GCR section 3.1.5. SCCA Test Days, change as follows:
"F. Staffing and equipment meet the requirements of 5.4. and 5.5~~.~~ *, with the following exception(s):*
1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person."

Taken Care Of

T1

1. #33776 (Gamaliel Aguilar-Gamez) Moving Porsche Cayman GT4 Clubsport from GT2 to T1 re New T1
Thank you for your letter. The Cayman GT4 is classed in T1.

T2

1. #33860 (John Heinricy) Adjustable stabilizer bar links
Thank you for your letter. Please see letter # 33861 in current Fastrack.

What Do You Think

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c
The Production Advisory Committee is seeking member input regarding the possibility of removing rule 9.1.5.E.8.c:

"9.1.5.E.8.c - Cars using 13” wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15” wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire."

The original intent of this rule was to provide a second viable racing tire option to the Production Category when Goodyear stopped production of its bias-ply tires several years ago. At the time, Race Tires America made promises to supply their American Racer asphalt tire in appropriate sizes and road-racing compounds for use in Prod, but was not willing to say that it could be used on a 7" wide tire, which most 13" and 15" wheel applications in Production are limited to. Therefore this allowance was made, with the anticipation that Race Tires America would support it, it would become a viable option in the category, and racers would take up this option. Since then, the following has happened:

- Goodyear has returned to making bias-ply slick tires, as well as a radial slick tire, for Prod competitors.

- The American Racer tire is only produced in the softest compound that Race Tires America offers, which is not intended or viable for the longer circuit-racing events that the SCCA competes in.

- The existence of this rule has been used to argue that even further special tire & wheel package allowances should be made, creating confusion regarding the direction and intent of the tire & wheel rules within the Prod category.

As of this writing, it is not believed that any current Production racer is actively utilizing this rule, in order to run this tire & wheel package. If there is, and they would like to see this rule continue as-is, please let us know.

RESUMES

T2-T4

1. #33587 (Morgan Trotter) Resume for Touring Advisory committee
Welcome Morgan Trotter to the Committee.

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

DATE: March 20, 2023
NUMBER: TB 23-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2023. 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/T5
None.

Electric Vehicle
None.

Formula/Sports Racing
FE
1. #33883 (Robey Clark) Update FE SADEV Transmission Rule
In FE, GCR section 9.1.1.I.2.G.b.4.b, change as follows:
"~~(All SADEV ratios are under review and could be updated prior to sealing date)~~"

P1
1. #34018 (Club Racing Board) E&O - Correct dimensional equivalents
In P1, GCR section 9.1.8.B.C.3, change as follows:
"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.2*7*5 in*ches*) above the ground with car in normal racing trim, driver aboard."

In P1, GCR section 9.1.8.B.C.4, change as follows:
"However, no portion shall extend more than 10cm (3.9*37* inches) beyond a plane tangent to the outer face of the front and rear wheels with tires."

In P1, GCR section 9.1.8.B.C.6.b, change as follows:
"Cockpit length: 60cm (23.~~662~~*622* inches)**.** Cockpit width for each seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches)."

P2

1. #34012 (Club Racing Board) Remove redundant effective date language and update engine table

In P2 Engine Table, Spec Line B.1, change 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	4	~~35~~*34*mm ~~Effective 3/1/23: 34mm~~		2011 and newer Stock Kawasaki ~~1075~~*1100* ~~Effective 3/1/23: 1100~~	No modifications allowed on engines manufactured after 2008 model year.
						2009 and newer Stock Suzuki, Yamaha, Honda, BMW ~~1075~~*1100* ~~Effective 3/1/23: 1100~~	
				37mm		2010 and older Stock Kawasaki 1025	
						2008 and older Stock Suzuki, Yamaha, Honda, BMW 1025	
				35mm		2008 and older Modified Engine 1075	

2. #34038 (Club Racing Board) E&O - Correct dimensional equivalents

In P2, GCR section 9.1.8.C.D.2, change as follows:

"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.2*7*5 in*ches*) above the ground with the car in normal racing trim, driver aboard."

In P2, GCR section 9.1.8.C.D.3, change as follows:

"However, no portion shall extend more than 10cm (3.9*37* inches) beyond a plane tangent to the outer face of the front and rear wheels with tires."

In P2, GCR section 9.1.8.C.D.7.b, change as follows:
"Cockpit length: 60cm (23.~~662~~*622* inches)**.** c*C*ockpit width for the driver's seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches)."

GCR

1. #33516 (Bev Heilicher) Change of GCR 5.12.1.B. Action Reporting
In GCR, Officials, Operating Procedure, Equipment, Section 5.12.1.B.3 Action Reporting, remove in its entirety.

2. #33805 (Dennis Troemel) update page 82 to include T5 class
In Cars and Equipment, GCR section 9.3.22. FIRE SYSTEM, change as follows:
"All cars shall be equipped with an On-Board Fire System except T3, T4, *T5,* STL, Spec Miata, B-Spec, and Improved Touring."

3. #33808 (SCCA Staff) 3.7.4.A.2.a - Divisional Championship Events - Correct Error
In Events, GCR section 3.7.4.A.2.a, change as follows:
"Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's event weekends in the same class. All events occurring between the conclusion of the previous Runoffs and two (2) weeks prior to the start of the current Runoffs held in a single division count toward the participation requirement of four (4) regional*/divisional* event weekends regardless of whether they are a divisional championship points race."

4. #33809 (SCCA Staff) 3.5.1.a - Waivers Language Clarification
In Events, GCR section 3.5.1.a, change as follows:
"All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card ~~it~~ at registration. ~~Each minor participant must also have the event minor waiver signed by one or both parents. If the m~~*M*inor*s*~~,~~ between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state)~~,~~ ~~requires~~*requiring* hazardous area credentials ~~they~~ must have an executed annual minor waiver on file at the National Office~~ and present his hard card at registration~~."

5. #33888 (Club Racing Board) Minimum Weight Vs Base Weight
In GCR, APPENDIX F. Technical glossary, add the following:
"*Minimum Weight: Weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session.*"

6. #33903 (Club Racing Board) Power Train, Drivetrain usage and spelling
In Appendix F. Technical Glossary, change as follows:
Drive Shaft: "~~drive train~~*drivetrain*"

Gear: "~~drive train~~*drivetrain*"

Hand Brake: "~~drive train~~*drivetrain*"

Power Train: "~~Power Train~~*Powertrain* – Consists of the combination of an internal combustion Engine and ~~Drive Train~~*Drivetrain* components."

Pressure Plate: "~~drive train~~*drivetrain*"

Sub-frame/Cross Member: "~~drive train~~*drivetrain*"

Universal Joint: "~~drive train~~*drivetrain*"

In FORMULA VEE PREPARATION RULES, GCR section 9.1.1.C.1.B, change as follows:
"No component of the engine, ~~power train~~*powertrain*"

In FORMULA FIRST PREPARATION RULES, GCR section 9.1.1.H.1.2, change as follows:
"No component of the engine, ~~power train~~*powertrain*"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.T.d, change as follows:
"~~drive train~~*drivetrain*"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.T.e, change as follows:
"~~drive train~~*drivetrain*"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U, change as follows:
"~~Drive Train~~*Drivetrain*"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U.b, change as follows:
"~~drive train~~*drivetrain*"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U.f, change as follows:
"~~drive train~~*drivetrain*"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.a.3, change as follows:
"~~drive train~~*drivetrain*"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e, change as follows:
"~~Drive Train~~*Drivetrain*"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e.4, change as follows:
"~~drive train~~*drivetrain*"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e.5, change as follows:
"~~drive train~~*drivetrain*"

In GTL Spec lines, Engines - FIAT, 1500 Limited Prep (Engine & Chassis), change notes as follows:
"~~Drive train~~*Drivetrain*"

In Production Category, GCR section 9.1.5.C.1, change as follows:
"~~drive train~~*drivetrain*"

In Production Category, GCR section 9.1.5.E.1, change as follows:
"~~**Drive Train**~~***Drivetrain***"

In Production Category, GCR section 9.1.5.E.1.a, change as follows:
"~~**Drive Train**~~***Drivetrain***"

In Production Category, GCR section 9.1.5.E.1.a.1, change as follows:
"**Stock** and permitted alternate **components** of the ~~**drive train**~~***drivetrain*** can be modified by any mechanical or chemical means. **Modification** of a ~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.1.a.3, change as follows:
"~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.1.o.6, change as follows:
"~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.2, change as follows:
"~~**Drive Train**~~***Drivetrain***"

In Production Category, GCR section 9.1.5.E.2.a, change as follows:
"~~**Drive train**~~***Drivetrain***"

In Production Category, GCR section 9.1.5.E.2.a.1, change as follows:
"**Stock** and permitted alternate **components** of the ~~**drive train**~~***drivetrain*** can be modified by any mechanical or chemical means. **Modification** of a ~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.2.a.3, change as follows:
"~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.2.o.6, change as follows:
"~~**drive train**~~***drivetrain***"

In Production Category, GCR section 9.1.5.E.3, change as follows:
"~~**Drive Train**~~***Drivetrain***"

In HP, Fiat X-1/9 1500 spec line, change Notes as follows:
"~~Drive train~~*Drivetrain*"

In SPORTS RACING CATEGORY, GCR Section 9.1.8.1, change as follows:
"Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/~~drive train~~*drivetrain*/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event."

General
None.

Grand Touring

GT1

1. #33804 (Gary D'Abate) Mercedes AMG GT3 Notes
In GT1-ST Spec Lines, Mercedes Benz AMG GT3 (16-19), change Notes as follows:
"Car must be prepared ~~to~~*per* its FIA GT3 homologation. ~~except as specified differently within the GT1 class rules.~~"

GT2

1. #33825 (Robert Mueller) Adding Ginetta G56 GTA Factory ProTune for GT2 Class
In GT Cars - Ginetta, Ginetta G56 GTA, add to Notes as follows:
"*May use Factory installed ProMap ECU Map.*"

Improved Touring

None.

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #33827 (Brandon Steinhauer) Alternate OEM Miata Intake Manifold
In STU Spec lines, classify Mazda BP5A as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda BP5A	*1839*	*Chart*	*May use engine in its entirety or specific components from the engine.*

Touring

T1

1. #33739 (Clark Nunes) Clarification for Camaro Gen5 2010-2015

In T1 Spec Lines, Chevrolet Camaro Gen 5 ('10-'15) Including SS, Z28, classify Spec Line Number 1135 as follows:

T1 NEW	Spec Line Number	Max Displ.	Min Weight	Required Restrictor	Engine Notes	Chassis Notes
Chevrolet Camaro Gen 5 (10-15) Including SS, Z28	1130	LS3 OEM-6160	3550		May resleeve any LS block to LS3 bore/stroke for Engine replacement.	Any option of OEM Aero parts may be used as basis of aero measurements.
	1135	*LS3-6160*	*3550*	*70mm - Flat Plate*	*May resleeve any LS block to LS3 bore/stroke for Engine replacement.*	

T2

1. #33833 (Tyler Quance) Allowance of any nonmetallic bushing material in T2

In Touring (T2-T5) Category Specifications, GCR Section 9.1.9.2.D.5.c.1., change as follows:

"All T2*-T3* cars are allowed to replace OEM upper and lower control arm bushings with polyurethane, ~~or~~ delrin, *or alternate synthetic material*~~bushings~~."

2. #33861 (John Heinricy) Allow Adjustable stabilizer bar links

In T2 Spec Lines, Cadillac CT4-V Blackwing (2022-), add to Notes as follows:

"*Adjustable sway bar end links permitted.*"

T3

1. #33769 (Allen Briere) Request to all ECS Tuning inner-cooler to 06-10 VW GTI spec

In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), add to notes as follows:

"*Performance alternative intercooler allowed.*"

33888
T4
1. #33590 (William Phee) Request to Classify 2004-2008 Acura TSX in T4
In T4 Spec lines, classify Acura TSX (2004-2008) as follows:

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:
Acura TSX (2004-2008	*87mm x 99mm 2354cc*	*2670*	*17 x 8*	*245*	*3.267, 1.88, 1.355, 1.028, 0.825, 0.659*	*4.76*	*300 mm (f) 260 mm (r)*	*3000*	*Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Front strut tower brace allowed. 47mm FPR required*

2. #34036 (Scotty B White) T4 Mustang Brakes/Swaybar
In T4 Spec Lines, Ford Mustang (2005-2010), change Notes as follows:
"Any sway bar up to F: 35mm and R: ~~22mm~~*28mm* permitted."

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Roger Burdette vs. SOM COA Ref. No. 23-01-SE
March 8, 2023

FACTS IN BRIEF
On January 15, 2023, at the Hoosier Racing Tire SCCA Super Tour Winter Vacation held at Sebring International Raceway, Mike LaMaina, driver of Spec Miata (SM) #88, submitted a protest against Roger Burdette, driver of SM #121, for possible violation of General Competition Rules (GCR) 6.11.1.A. (On Course Driver Conduct, Avoid Physical Contact).

The Stewards of the Meeting (SOM) Stu Cowitt, Herbert Gomez, Jennifer Schwartzott, and Ed Ozment (Chairman), met, reviewed submitted video evidence, and heard testimony from Mr. LaMaina. The SOM determined Mr. Burdette violated GCR 6.11.1.A. and imposed a penalty of Loss of Finishing Position placing SM #121 behind Mr. LaMaina's SM #88.

Mr. Burdette appealed the SOM ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA), Bev Heilicher, Jeffery Niess, and James Foyle (Chairman) met on February 16 and 23, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Roger Burdette, submitted January 18, 2023.
2. Letter of Appeal, received February 6, 2023.
3. Official Observers Report, including video and related documents, received February 6, 2023.
4. In-car Video from SM #121, received February 6, 2023.
5. Letter from Leland Miller, Chief Steward, received February 11, 2023.
6. Letter from Russ Gardner, Chairman of the SOM, received on February 15, 2023.
7. Additional letter from Mr. Burdette, received February 17, 2023.
8. Letter from Doug Nickel, Race Director, received February 20, 2023.

FINDINGS
Mr. Burdette based his appeal on GCR 8.2. (Hearings and Judgements) and alleges he was told he could not protest by multiple stewards. He did not provide any names of

those stewards. The COA received testimony from Race Director Doug Nickel and Chairman of the SOM Russ Gardner who were unable to confirm Mr. Burdette's allegation.

Mr. Burdette also stated he had possibly exculpatory in-car video available and attempted to have Mr. Gardner review the video on Mr. Burdette's laptop during post-race impound. Mr. Gardner did not view the video and later reported he was busy gathering information he needed to appoint the SOM courts to hear each of several actions resulting from the race. Mr. Gardner further stated he informed Mr. Burdette he would be able to share his video during the hearing on Mr. LaMaina's protest and advised Mr. Burdette he should remain on site until called by the First Court. However, Mr. Burdette left the track. Mr. Burdette submitted his video with his appeal letter and provided his analysis of what occurred.

The COA solicited comments from event officials regarding their interactions with Mr. Burdette. The Race Director and the Chairman of the SOM were not able to corroborate Mr. Burdette's assertions. The COA reviewed the evidence and video submitted in the Observers Report and did not find fault with the actions of the First Court. The COA also reviewed Mr. Burdette's video and finds it does not contradict the First Court's ruling placing Mr. Burdette at fault in the contact. Additionally, the COA finds GCR 8.2. says, in part, "Unless they are specifically released by the Chairman SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against him."

DECISION
The Court of Appeals upholds the SOM decision in its entirety. Mr. Burdette'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
Charles Mactutus vs. SOM COA Ref. No. 23-02-SE
March 8, 2023

FACTS IN BRIEF

On January 15, 2023, at the Hoosier Racing Tire SCCA Super Tour Winter Vacation held at Sebring International Raceway, Fred Brinkel, Clerk of the Course, submitted a Request for Action (RFA) to review a reported jumped start of the Group 3 Spec Miata (SM) Race 2 involving SM #66, driven by Charles Mactutus; SM #2, driven by Jim Drago; SM #157, driven Tyler Gonzalez; and SM #177, driven by Travis Wiley. The designated Start Judges: Richard Muise and Pedro Prado witnessed the start from the fourth floor of the Sebring Tower.

The Stewards of the Meeting (SOM), Philip Croyle, Sherri Croyle, and Bob Gardner, Chairman, met, reviewed the available in-car and static videos, heard witnesses (including the two start judges) and determined Mr. Mactutus, Mr. Drago, and Mr. Gonzalez violated GCR 6.5.2.C.1. by improving their positions relative to the field by passing Mr. Wiley in SM #177 (the pole car) before the green flag was displayed. The three drivers were each penalized five positions in class and two penalty points were assessed to their competition licenses as prescribed by GCR 7.4.A. (Penalty Points).

Mr. Mactutus appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, James Foyle, and Bev Heilicher, (Chairman) met on February 23, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Charles Mactutus, submitted January 24, 2023.
2. Notification of Appeal, received February 16, 2023.
3. Official Observers Report and related documents, received February 16, 2023.
4. Videos from the cars of Mr. Mactutus, Mr. Drago, Mr. Gonzalez, and Mr. Wiley, received February 16, 2023.
5. Static video of the approach to the start from Richard Muise, Start Judge, received February 16, 2023.

FINDINGS
Mr. Mactutus alleges Mr. Wiley, the pole sitter, coming to the green flag “suddenly hesitated,” forcing Mr. Mactutus to move out of line in order to avoid contact with Mr. Wiley. Mr. Mactutus also brought forth this same point in the original hearing. He contends that for this reason, his movement out of the line should be excused.

Mr. Wiley testified to the SOM there was no “hesitation”; rather, he was merely shifting into third gear and subsequently maintained the speed of the pace car when it left the track surface. The other witnesses (Mr. Drago and Mr. Gonzalez) stated they moved out when Mr. Mactutus moved out and followed tight on his bumper. Both denied the pole car” suddenly hesitated” as stated by Mr. Mactutus. The two start judges also testified there was no “sudden hesitation” by the pole sitter.

The Court of Appeals reviewed all available videos, including in-car video from the four cars involved and the Start Judge’s video of the field approaching the start stand. The COA did not observe an abrupt change in speed in Mr. Wiley’s approach to the start prior to Mr. Mactutus moving out of line. The COA further notes neither the outside pole sitter nor the cars following behind him adjusted their line for a “sudden hesitation” and all maintained a similar speed in their respective positions. Mr. Mactutus offered analysis of his video but provided no new material evidence.

DECISION
The Court of Appeals upholds the SOM decision in its entirety. Mr. Mactutus’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 | April 4, 2023

The Club Racing Board met by teleconference on April 4, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

SR General

1. #34104 (SCCA Staff) Elan DP02

It has been brought to our attention that an Elan DP02 had a shoulder harness hardware mounting failure in the last several months while participating in a non-SCCA event. This specific failure involved the stud between the two brackets fastened to the tub. The vehicle had 2" shoulder harnesses installed.

The DP02 shared the same tub as the Pro Formula Mazda car that many continue to run in Formula Atlantic.
We share this information with our racing community in the interest of safety and transparency.

No Action Required

B-Spec

1. #33937 (Aaron McSpadden) B-Spec Editorial

Recently there have been concerns raised regarding the Balance of Performance (BoP) amongst the various cars in B-Spec. This class has grown significantly in the past few years bringing in many new competitors who may not be familiar with its beginning.

When Showroom Stock classes were changed to Touring the CRB determined that there was a continuing need for an entry level class *(with doors).* SCCA was later approached by the motorsports manager at Mazda to see if our organization would be interested in developing a class based on the B Segment class of production cars. SCCA reached out to other manufacturers and determined that there was sufficient interest to proceed. The first track test was conducted thereafter and, based on those results, various regulations were implemented specific to each model in an attempt to balance their relative performance. Later, testing indiscretions were discovered which were deemed to have skewed the results and caused issue with the regulations derived therefrom. Involvement of other sanctioning bodies in B-Spec caused further disruption to the regulations before those groups ultimately jettisoned the class. Participation declined in SCCA, and B-Spec was slated for elimination until such time as devoted racers stepped in to save the class.

As a result of the efforts put forth by these competitors the class realized a rapid rise in participation and SCCA began to utilize its data collection program to compile information on the cars across as many tracks as possible. Given the wide diversity of eligible cars and their designs, driving ability, car preparation/tuning levels, and other variables outside of SCCA's control, the balance of performance in this class has been remarkably close.

Last season the Spec Miata Advisory Committee (SMAC) employed a simulation program that utilized information gathered through SCCA's data boxes and supervised chassis dyno pulls to refine the BoP between SM eligible cars. The developers of that program were asked about its usefulness in B-Spec and a presentation was made to the B-Spec Advisory Committee (BSAC) last year. That was followed by a survey to the B-Spec community about a technology fee and its application. The vast majority of respondents favored the implementation of such a fee and 51% supported use of the fee for software if it could be demonstrated to improve the BoP. The simulation program will be more difficult to employ for B-Spec as compared to SM simply because of the diversity of cars and the lack of required data for all. Over time, and as program specific data would be gathered, one would expect

the results to become infinitely more accurate. Use of such a program would most certainly eliminate the driver element from the equation and could possibly be used in its infancy to correlate with the existing BoP program. The BSAC, however, decided not to pursue the simulation program at that time due to various factors. Cost and the difficultly involved in collecting equal data (*all the cars are not available at the same place and time*) caused them to believe that implementation of this type of analysis would negatively impact participation and possibly disturb what the BSAC, as a group, deemed to be a satisfactory BoP.

B-Spec features different chassis, suspension, and powertrain units, all of which are subject to constant refinement and performance creep within the rules. Maintaining a level BoP amongst these cars is a continuing effort and as such competitors in this class must anticipate ongoing adjustments in weights, restrictors, and other areas that are available to the BSAC and CRB manipulate performance. A new BoP is anticipated in the coming weeks and those changes will be monitored and refined as necessary. The BSAC and CRB appreciate your continued support, and passion for B-Spec and SCCA Road Racing.

2. #33938 (Ian Schoen) B-Spec Editorial
Thank you for your letter. Please see letter # 33937 in current Fastrack.

3. #33986 (Charlie Valdez) Driver Introspective
Thank you for your letter. Please see letter # 33937 in current Fastrack.

FA
1. #34084 (Jeff Antonelli) Road to Runoffs - Pro Formula Mazda
Thank you for your letter. Please see GCR section 3.7.4.A regarding the requirements to qualify for a Runoffs invitation. In 2022, Pro Formula Mazda competitors finished 3rd, 4th, and 10th in the U.S. Majors Tour's Northern Conference FA point standings and 1st, 2nd, and 3rd in the CenDiv Divisional Championship Series FA point standings.

GCR
1. #34080 (Anne Kumor) Timing & Scoring is not omniscient
Thank you for your letter. GCR section 5.10.4.B.1 already provides that the Race Director, Chief Steward or Chairman SOM will inform the Chief of T&S about any penalties imposed. The intent of this rule is to be as transparent as possible about all actions taken at an event.

General
1. #34070 (Rob Piekarczyk) Concern Over Conflict of Interest in B-Spec
Thank you for your letter. Please see letter # 33937 in current Fastrack.

2. #34072 (Chris Taylor) Conflict of Interest in B-Spec
Thank you for your letter. Please see letter # 33937 in current Fastrack.

GT2
1. #33911 (Tim Myers) Feedback Letter 32274 - GT4 cars in GT2
Thank you for your letter and your comments.

HP
1. #34105 (Lawrence Slivinski) Clarification of Production Category Specification 9.1.5.E.9.a.18
9.1.5.E.9.a.18 says the following: "Stock or aftermarket rear spoiler or wing not permitted, unless factory installed for the listed base model or permitted on the car's spec line."

Typically, the "base model" of a vehicle is considered the cheapest variant that was offered by the manufacturer of a particular model, with the least amount of features. The rule specifies that the only rear spoiler or wing that may be fitted is the version that came from the factory installed on the most basic model of a vehicle that fits within its spec line. The vehicle in question is the HP "Ford Fiesta (11-16)". If multiple trim levels of the Ford Fiesta from '11-16 fit within all of the parameters of that spec line (engine, trans, brake, dimensions, etc.), then only the spoiler/wing that was fitted to the most basic of those trim levels would be legal. If that same spoiler/wing is also fitted to higher trim levels, that is redundant information. Also note that if the most basic trim level did not come from the factory with an installed spoiler/wing, then none would be permitted. An optional or dealer installed spoiler/wing would also not be permitted.

T1

1. #33720 (Donald Van Nortwick) Rules Clarification for S550 vs FP350S FPR
Thank you for your letter. Judging by the data that you've provided, it appears that you should be working to conform to spec line #1490. Please note, all T1 drivers are now required to label their spec line number on the left side of their car.

2. #34082 (Matt Spicuzzi) Open up gearing in T1
Thank you for your letter. The GT4 cars are required to conform to a specific set of rules. Their BOP in the class is dependent on them conforming to those rules. Traditional T1 cars have the option of upgrading to a sequential gearbox, similar to what is in a GT4 car. If you opt to run the stock transmission, you can remove 100lbs. We are willing to consider changing the rules so that an alternative OEM transmission could be treated like a sequential. This would allow you to install a late model OEM alternative. This rule wouldn't take effect until 2024.

Not Recommended

GCR

1. #33760 (Sean Hedrick) Request to add Model Year to Race Results
Thank you for your letter. Discussion with T&S recommends against, no way to verify year from MotorsportReg data and model year does not necessarily specify SM engine.

MSR has a field for vehicle model year, but can be listed as N/A. Region's option and can include on results. It is not a required field. Member have to pull the information through on their garage.

Recommended to encourage regions to request model year or a request for all members to update their garages on MSR.

GT2

1. #33828 (Marcos Vento) 991.1 Porsche GT3 Cup Car Restrictor Plate
Thank you for your letter. The CRB will continue to monitor the class.

2. #34013 (William Moore) GT2/TA2 Car raced
Thank you for your letter. TA2 cars in GT2 are classified correctly. The CRB will continue to monitor the class and available Data.

SM

1. #33900 (Jim Drago) Observations about tire limiting

HST events will have a modified qualifying format to mitigate the perception some drivers may have about having to skip qualifying sessions or laps to minimize sessions or laps on tires at tire limited events. These changes will be monitored and adjusted as needed.

ST General

1. #33484 (Nick Leverone) STU split into STU and STO

Thank you for your letter.

STU

1. #33974 (Skylar McKnight) Wheel Width

Thank you for your letter. Not consistent with class philosophy.

T1

1. #33940 (Craig Anderson) Ford Mustang Fox Body and SN95 Body

Thank you for your letter. The Fox body Mustang is too old. We will only consider reinstating a car that has been actively raced in T1 continuously and recently.

T2

1. #34060 (John Heinricy) Request to increase suspension travel and increase tire size

Thank you for your letter. There was a special meeting about classing this car. We were extremely concerned about classing this car without any turbo inlet restriction, which is our usual method for controlling horsepower. The agreement made was that the Blackwing would run on stock suspension with the specs currently in the spec line. It has already been granted some allowances beyond the initial agreement.

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/C-SPEC

1. #34242 (Club Racing Board) BoP Adjustments

In B-SPEC Spec Lines, Honda Fit (09-14), add to Notes as follows:

"*(Effective date 1/1/24) Any Cold Air Intake Package allowed (any manufacturer) with a 25lb adder.*"

GENERAL

1. #34158 (SCCA Staff) Official Field Logo Placement Page in GCR

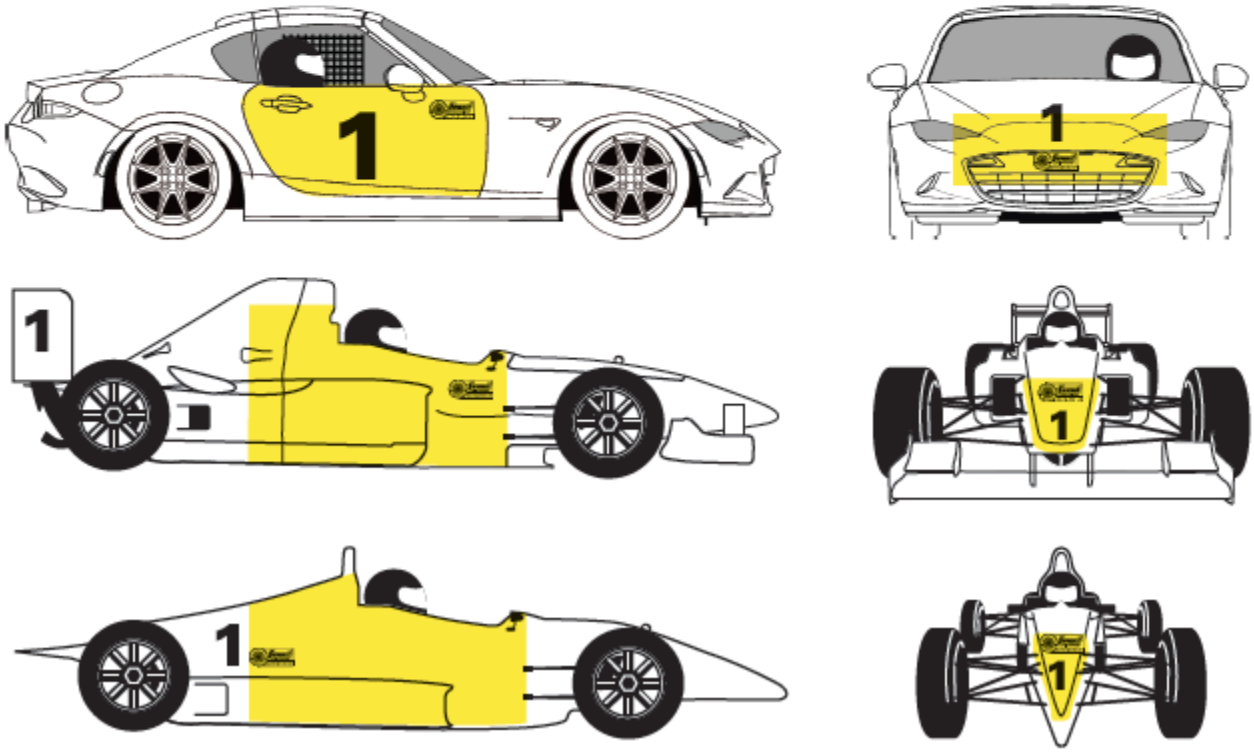
In GCR, Section 9.3.29.E.Figure 4, replace artwork as follows:

REQUIRED DECAL

Figure 4

Official SCCA Field Logo

Shaded Areas indicate preferred locations on the sides and front.



GCR

1. #33905 (Michael A Reupert) Request to mandate FIA 2019 rain lights
In Cars and Equipment, GCR section 9.3.32.B.2, change as follows:
"*(Effective 1/1/2024) A red taillight meeting FIA Standard 8874-2019, Technical List No. 76, is required on* ~~A~~*a*ll 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 *approximately* on the centerline of the car. Light assemblies ~~shall be~~*are* considered one light for the purposes of this rule, irrespective of the number of individual lights the assembly may contain.~~ FIA Technical List N 19 rain lights are recommended.~~"

HP

1. #33984 (Eric Vickerman) Prep L2 Rocker Ratios
In Production Category Specifications, GCR Section 9.1.5.E.2.f.1., change as follows:
"Camshafts are unrestricted. Any lifters~~, tappets/cam followers~~ of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted. *(Effective 1/1/2024)*"

In Production Category Specifications, 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 *type* 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 follower ratios must be stock~~. *(Effective 1/1/2024)*"

Taken Care Of

B-Spec

1. #33636 (Frank Schwartz) T5 vs C-Spec Rule Set
Thank you for your letter. Please see letter #33595 in current Fastrack.

2. #33637 (Frank Schwartz) T5 Overbore
Thank you for your letter. Please see letter #33595 in current Fastrack.

3. #33638 (Frank Schwartz) T5 Fuel Cell
Thank you for your letter. Please see letter #33595 in current Fastrack.

4. #33639 (Frank Schwartz) T5 Allowances D.1.f.6
Thank you for your letter. Please see letter #33595 in current Fastrack.

5. #33640 (Frank Schwartz) T5 Limited Slip
Thank you for your letter. Please see letter #33595 in current Fastrack.

T5

1. #33863 (Frank Schwartz) Rename T5 to C-Spec
Thank you for your letter. Please see letter #33595 in current Fastrack.

ST General

1. #33457 (David Fiorelli) Clarify Base Weight Usage vs Minimum Weight Usage
Thank you for your letter. Please see letter # 33888 in April 2023 Fastrack.

STU
1. #33386 (David Fiorelli) Change the wheel rule in STU to be based on minimum weight reathe
Thank you for your letter. Please see letter # 33888 in April 2023 Fastrack.

T1
1. #33909 (Tim Myers) Feedback #33786 Lowering GT4 Weights After 1 Race.
Thank you for your letter. Please see letter #33922 in current Fastrack.

2. #33922 (Joe Aquilante) GT4 Cars in T-1
Thank you for your letter. Please see letter # 33786 in current Fastrack.

What Do You Think
None.

RESUMES
None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: April 20, 2023
NUMBER: TB 23-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2023. 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/T5
1. #33595 (Morgan Trotter) T5 Rules Feedback
In B-Spec, GCR Section 9.1.10.B, add as follows:
"9.1.10. B-SPEC *and C-SPEC* ~~CATEGORY~~*CATEGORIES*
B-Spec (B-Spec)
C-Spec (C-Spec)

9.1.10 continues in the B-SPEC *and C-SPEC* Category Rules."

In B-Spec, GCR Section 9.1.10.B-SPEC Category, change as follows:
"These specifications are presented as an adjunct to the Manufacturer's Service Manual. They are not meant to supersede the information that is in the manual that legitimately applies to the make, model, and year of car with the exception of the following items: TIRE SIZES, RIM WIDTHS, SPRINGS, ANTI-ROLL BAR(S), and PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, ~~the B-Spec~~ *these* Competition Rules will have priority.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the manufacturer/manufacturer distributor or other sources recognized by SCCA®, Inc.

A. Definition
The B-Spec *and C-Spec* ~~CATEGORY~~*categories* shall be considered primarily as a form for the membership to race street stock automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. The burden of proof lies upon any participant seeking action against another participant.

NOTE: A Shop/Service Manual or its equivalent for the specific make, model, and year of automobile is required to be in the possession of each entrant. Manufacturer Shop/Service Manuals may come in the form of printed material, microfiche, CD, DVD, and/or Internet access to manufacturer website databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Manufacturer Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA® Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. The manual is intended to aid SCCA® Technical Scrutineers in identifying parts and the configuration of the automobile. Overhaul procedures that in the slightest way would increase performance are not to be utilized (e.g., milled heads/blocks, porting, etc.). Blueprinting and balancing are inconsistent with the philosophy of this class and are not permitted.

B. Automobile Eligibility

Only those cars listed on spec lines are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States and by Environment Canada for sale in Canada. They shall be models available to the general public for purchase. Additions and deletions of automobiles shall be at the discretion of the SCCA®. The vehicle identification number (VIN) shall correspond with the model automobile classified. At least one VIN plate or stamping shall remain in place on the dashboard or chassis that corresponds with the model automobile classified.

C. Classification

Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

D. Technical and Safety Items

The following represent the only safety items and modifications permitted and required on automobiles involved in B Spec *and C-Spec* competition. Cars must meet comply with the GCR. The addition of safety items not specifically listed is not permitted. No permitted component/modification shall additionally perform a prohibited function.

1. Roll cages shall be contained entirely within the driver/passenger compartment and must comply with GCR Section 9.4, Roll Cages for GT and Production Based Cars.

2. Installation of a fire extinguisher or fire system as specified in GCR Section 9.3, Fire System.

3. Installation of a safety harness system as specified in GCR Section 9.3, Driver's Restraint System.

4. All cars shall run with both front door windows fully open (down) if equipped, and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver's door opens. Rear windows shall be run in the closed (up) position.

5. Passive restraint systems shall be deactivated.*

6. Air bag systems shall be disarmed and may be removed.* If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

7. The driver's seat (only) shall be replaced with a one-piece, bucket-type race seat. Standard seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.

8. Steering lock mechanisms may be removed or disabled.

9. An electrical master switch may be installed.

*If car is used on public roads, these items should be replaced, reactivated, rearmed, etc. when not in competition.

E. Vehicle Preparation

The following represents the only items authorized in the preparation of a vehicle for B-Spec *and C-Spec* competition other than safety items as required in Section 9.1.7.D, Technical and Safety Items. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. Appearance shall be neat and clean. Automobiles that are dirty either externally or in the engine or passenger compartments,

or that show bodywork damage or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition. Vehicles may be painted any color(s).

2. Towing eyes per GCR Section 9.3, Towing Eyes, shall be fitted.

3. Hubcaps, wheel trim rings, jack, and tools shall be removed.

4. All mud flaps shall be removed.

5. Spare wheels and tires may be removed. Spare tire covers and trunk mats and/or trunk carpeting shall be removed if they present a hazard as a loose flying or flapping object.

6. All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances unless they are specifically allowed in the GCR (example camber angle).

7. Tires:
a. Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car. Tires must be run unmodified.

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

8. Wheels: Required wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.

Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground.

9. Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. Removal of rear window wipers and wiper motor is allowed.

10. Fuel, coolant, oil fluid hoses and clamps, oil filters, fuel filters, and belts (fan, alternator, etc.) may be substituted with others of equivalent manufacturer's specifications.

11. Brake fluid: May be substituted with other equivalent manufacturer's specification.

12. Lubricants: Lubricants may be substituted with any lubricant. Additives are unrestricted.

13. Spark Plugs: Authorized spark plugs listed in spark plug manufacturer's application charts, owner's manual, manufacturer's shop/service manual, or equivalent justified by one cross reference chart. Use of resistor- or non resistor spark plug allowed.

14. “Special performance” specifications from the manufacturer that go beyond those listed on a specification line for a car will not be considered valid.

Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications shall be withdrawn and/or the eligibility of the car(s) involved will be terminated. The SCCA® Club Racing Board (CRB) is authorized to implement these terminations on an immediate basis without Board of Directors (BoD) approval. In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor.

15. Ride height: Minimum ride height is six (6) inches, to be measured without driver at the lowest point of the rocker panels, but not to include welded seams or fasteners. A vehicle may have a ride height listed in the spec line, the competitor must conform to the spec line.

16. Batteries may be replaced with those of alternate manufacture provided they are of similar amp hour (Ah) capacity and weight. Battery must remain in stock location. Additional hold-down brackets are allowed.

17. Weight: The minimum weight as listed on the B Spec *and C-Spec* line is with driver and ballast may be added to meet the listed minimum weight. Refer to section 9.3. Ballast, for placement of the ballast. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.

A. The ballast shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds.

B. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2”) bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers.

18. Fuel: Only the fuel type specified by the owner’s or manufacturer’s shop/service manual may be used. Refer to GCR Section 9.3, Fuel, for permitted fuel specifications.

19. Removal of Air Conditioning System: The manufacturer’s or aftermarket air conditioning system may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted. Idler pulleys and belts may be substituted as needed when compressor is removed.

20. Removal of radio and speaker components is permitted. Removal of horn and cruise control system is permitted.

21. A radiator screen of minimum one-fourth inch (1/4”) mesh may be added in front of the radiator and contained within the bodywork.

22. Air filter elements may be substituted with other air filters of equivalent specifications and fit in the standard location with no modifications. The filter element must be substantiated by a minimum of one (1) manufacturer cross-reference for specific vehicle application.

23. Any brake pad or lining may be used. Metal or plastic dust shields may be removed or modified by removing material.

24. Standard replacement brake rotors/drums may be obtained from sources other than the original manufacturer provided they are the exact equivalent.

25. The Club Racing Board may approve the use of automatic transmissions and/or hand controls on a case-by-case basis.

26. Interior mirror(s) may be replaced with a multi-panel type mirror, but shall not extend beyond the confines of the interior.

27. Only OE catalyst are permitted. The exhaust system downstream of the primary catalyst may be replaced provided:

A. Said replacement system retains the same original configuration, e.g., routing, single, dual, etc.

B. The system exits from the body in the same approximate location(s) as the original. When an original equipment single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.

C. The system meets all appropriate event-specific sound level requirements.

D. All oxygen sensors must be intact and in stock location.

E. Primary catalytic converter may not be modified in any way.

F . The Mazda 2, Fiat 500, 2007-10 Mini Cooper all may remove the primary cat/exhaust manifold to install their approved header. All oxygen sensors must be maintained. The original heat shields or heat wrap may be used to insulate the replacement header from objects they come close to.

28. Aftermarket steering wheels, and their required mounting modifications, are permitted. Removable steering wheels are permitted.

29. Lap Timing and Data Acquisition Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Intercomp Lap Timer, etc.) are permitted, along with the required mounting hardware and connections. Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. One connection from the OBD2 port to the stand-alone data acquisition system is permitted. No additional sensors may be added and the data acquisition system must not tie into the vehicle electronics in any other manner beyond this allowance. The SCCA may install a standalone data box in a competitor's car at any time. Refusal of the installation of the data box will result in disqualification.

Analog (needle type) gauges for oil pressure, oil temp and water temp may be added as long as they are not tied into the vehicles ECU in any way. Stand alone shift lights may be added.

30. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a ferrous metal panel. Components (motors, cables, rails) may be removed provided the panel is securely retained.

31. Hatchback "privacy covers" must be completely removed.

32. Cosmetic plastic engine covers may be removed.

33. Original brake and clutch hoses may be replaced by braided stainless steel brake lines and clutch lines.

34. Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/ stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, and hoses, must remain except duct work under seats. Duct work behind the dash may be trimmed but not removed to allow for roll cage installation.

35. Maximum 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of any slotted camber only adjuster plate at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made to allow for camber adjustment only. Modifications to the existing holes must only be moved straight inboard even if the existing slots would translate the top of the strut rearward. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts).

36. Suspension: competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, ~~including 'helper' or 'tender' springs,~~ up to a maximum spring rate of 500 pounds may be used. *Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed.* Spring*s* are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed.

If a manufacture does not offer an upgrade, a competitor may submit a shock and spring package for approval by the CRB. At the time of approval, that kit will become the standard for that make and model until the manufacture submits a factory supported kit.

The competitor supplied kits needs to be comprised of the following:
• Any non-adjustable shock absorber intended for the specific make model and year car is allowed. The shock absorber must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used.

• Any spring up to a maximum spring rate of 500 pounds may be used with the OEM suspension, the manufacturer's upgraded suspension kit, or the Bilstein B14 suspension kit.

37. ECU/PCM: OEM ECU/PCMs is required. Alternate engine calibrations are allowed. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector. Manufacturers may provide a stability control override procedure or module.

38. B Spec *and C-Spec* front and rear toe settings are free. Rear toe adjustments may be achieved by the use of shims.

39. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non metallic inner fender liners may be removed.

40. An oil catch can is permitted.

41. Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.

42. Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case while fog lamps may be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting.

43. Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec *and C-Spec* meeting their spec line. Models with OEM paddle shifters are acceptable. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.

44. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.

45. Restrictor – ~~BS~~*B-Spec and C-Spec* cars whose spec line require a restrictor will follow the definition of a Flat Plate Restrictor (FPR) outlined in Appendix F with only one exception, B-Spec *and C-Spec* requires the thickness of the Restrictor to be 0.050" to 0.079.

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

In GCR, CONTENTS, change as follows:
"9.1.9.2 TOURING (T2-T~~5~~*4*) CATEGORY"
"~~T5 697~~"

In GCR, Section 9.1.9. TOURING CATEGORY CLASSES, remove as follows:
"~~Touring 5 (T5) Regional Class~~"

In GCR, Section 9.3.22. FIRE SYSTEM, change as follows:
"All cars shall be equipped with an On-Board Fire System except T3, T4, ~~T5,~~"

In GCR, Section 9.1.9.2 TOURING (T2-T5) CATEGORY header, change as follows:
"TOURING (T2-T~~5~~*4*) CATEGORY"

In GCR, Section 9.1.9.2 TOURING (T2-T5) CATEGORY, change as follows:

"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T~~5~~*4* cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T~~5~~*4* car and conform to their specification line allowances as classified. ~~T5 is a Regional only class.~~"

In GCR, Section 9.1.9.2.D.1.e.1., change as follows:
"Any overbore up to .020" permitted T2- T~~5~~*4*with +30 lbs. penalty. Oversize OEM equivalent pistons are required. This allowance does not apply to any car adhering to spec rules."

In GCR, Section 9.1.9.2.D.1.i.5., change as follows:
"T2- T~~5~~*4* only:"

In GCR, Section 9.1.9.2.D.5.a.1., change as follows:
"T2- T~~5~~*4*:"
"Spherical bearings/bushings are not permitted in T2- T~~5~~*4* except for the specific examples listed in the class rules or vehicle spec line."

In GCR, Section 9.1.9.2.D.5.b.2., change as follows:
"T4~~ and T5 only~~"

In GCR, Section 9.1.9.2.D.5.b.2.c., change as follows:
"T3~~, T4~~ and T~~5~~*4*:"

In GCR, Section 9.1.9.2.D.5.b.2.d., change as follows:
"T2- T~~5~~*4* only:"

In GCR, Section 9.1.9.2.D.7.a.3., remove as follows:
"~~T5 only: (unless specified on spec line) Any aftermarket wheel allowed.~~"

In GCR, Section 9.1.9.2.D.7.b., remove as follows:
"~~ T5 has a maximum tire width of 225 and a minimum aspect ratio of 45.~~"

In GCR, Section 9.1.9.2.D.10.c., remove as follows:
"All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. Touring 2 cars must have a fire system installed. Touring 3~~,and~~ Touring 4~~, and Touring 5~~"

In GCR, Section 9.1.9.2.E.1., remove as follows:
"Touring Category Classes are as follows: T2, T3~~, T4~~ and T~~5~~*4*:"

In GCR, Touring Spec Lines, remove 9.1.9.2. T5 Spec Line in it's entirety.

2. #34208 (Club Racing Board) BoB Adjustments

The popularity of BSPEC has brought heightened attention to the Balance of Performance (BoP). Given the wide diversity of eligible cars and their designs, driving ability, car preparation/tuning levels, and other variables outside of SCCA's control, the BoP in this class has been remarkably close. As compared to IMSA's job of balancing cars which are all professionally prepared, driven, and highly instrumented, the job of our advisory committees and CRB is considerably more difficult. There are most certainly outliers and cars which are superior under certain conditions, but in the absence of BoP regulations which vary from track to track a perfect balance every weekend is not to be expected. The BoP is set by SCCA for what is perceived to be the ultimate tune and best driver in a given car across the entire racing season and over as many tracks as can be reasonably sampled. If a car is not prepared, tuned, and driven to its ultimate capability we cannot expect that it will be on par with cars of other manufacture which are to such level; the BoP is not a handicap program. And, while the class is named "BSPEC", it is not a *spec* class as is FE2 or SRF3. The more experienced mechanics and drivers will certainly have an advantage over those who only race a few times per season. Anecdotal observations do not serve the SCCA in working towards a proper BoP, yet that is the type of information most commonly provided in support of a requested change. Hard data and experience are what drive change to the BoP.

Despite what we believe to be an excellent BoP for this class, there is always room for improvement. The BSPEC Advisory Committee has recently been charged with the considerable task of classifying cars and refining the technical specifications for the new T5/CSPEC class and, as a result, does not have sufficient time or resources to address the immediate demands for BoP adjustments in BSPEC. As a result, veteran CRB members Peter Keane, Tom Start, and Sam Henry have poured through BSPEC data reports from events over the past eighteen (18) months and have recommended to the CRB the following changes which were approved during its most recent meeting. These changes will be effective beginning 5/1/2023 for positive adjustments and 6/1/2023 for negative adjustments. Data will be gathered as possible with a focus on continued improvement. Comments and suggestions regarding same should be forwarded through the official letter system. Your continuing support of BSPEC and SCCA is greatly appreciated.

In B-SPEC Spec Lines, Ford Fiesta 5dr Hatchback (11-19), change Weight as follows:
"~~2495~~*2470*"

In B-SPEC Spec Lines, Ford Fiesta 4dr Sedan (11-19), change Weight as follows:
"~~2495~~*2470*"

In B-SPEC Spec Lines, Honda Fit MT (15-19), change Weight as follows:
"~~2575~~*2525*"

In B-SPEC Spec Lines, Honda Fit CVT (15-19), change Weight as follows:
"~~2575~~*2525*"

In B-SPEC Spec Lines, Kia Rio 5-door/LX (12-19), change Notes as follows:
"~~39~~*41*mm flat plate restrictor required."

In B-SPEC Spec Lines, Mazda2 (10-14), change Weight as follows:
"~~2330~~*2280*"

In B-SPEC Spec Lines, Mini Cooper (R56) MT (07-10), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"

Notes: "*(Effective 6/1/2023)* ~~41~~*44*mm FPR required with OE catalyst."

In B-SPEC Spec Lines, Mini Cooper (R56) AT (07-10), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*44*mm FPR required with OE catalyst."

In B-SPEC Spec Lines, Mini Cooper Clubman (R55) (07 - 10), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*44*mm FPR required with OE catalyst."

In B-SPEC Spec Lines, Mini Cooper (R56LCI) MT (11-13), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*43*mm FPR required."

In B-SPEC Spec Lines, Mini Cooper (R56LCI) AT (11-13), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~40~~*43*mm FPR required."

In B-SPEC Spec Lines, Mini Cooper Countryman (R60) (11-16), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*42*mm flat plate restrictor required."

In B-SPEC Spec Lines, Mini Cooper Paceman (R61) (11-16), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*42*mm flat plate restrictor required."

In B-SPEC Spec Lines, Mini Cooper Clubman (R55) (11-15), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~41~~*42*mm flat plate restrictor required."

In B-SPEC Spec Lines, Mini Cooper Coupe (R58) (12-15), change as follows:
Weight: "*(Effective 6/1/2023)* ~~2600~~*2675*"
Notes: "*(Effective 6/1/2023)* ~~40~~*42*mm flat plate restrictor required."

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #34085 (Club Racing Board) E&O - Correct Pro Formula Mazda spec line dimensional equivalent
In FA Table 2, Pro Formula Mazda spec line, change as follows:
"The overall maximum width of the bodywork behind the front wheels shall not exceed 132cm (~~51.17~~*51.97* inches)."

2. #34139 (Club Racing Board) Add new spec line for MSR Formula Mazda FMzR to Table 2
RM 23-06 – MSR - FMzR Formula Atlantic Classification dated 4/21/2023

In FA Table 2, add a spec line as follows:

Table 2 (Spec Line Cars)						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula Mazda FMzR	*2.0 Liter Mazda MZR*	*(F) 8 (R) 10*	*See notes*	*SADEV SL-82LW 6-speed sequential transmission*	*1300*	*Engine must be sealed in compliance with Formula Mazda FMzR requirements. Car must comply with all Formula Mazda FMzR specifications found here: https://www.scca.com/pages/technical-forms-and-downloads.*

P2

1. #34143 (Club Racing Board) Clarify minimum side body height requirement
In P2, GCR section 9.1.8.C.D.6, change as follows:
"*As viewed from the side,* ~~T~~*t*he outermost surface of ~~side pods~~*body* between the front and rear wheel openings *and above the floor* must have a minimum height equal to the height of *the* front axle centerline."

2. #34144 (Club Racing Board) Clarify closed cockpit single seat car allowance
In P2, GCR section 9.1.8.C.C, add a section as follows:
"*4. Closed cockpit single seat cars are not permitted unless specifically allowed by a spec line in Table 1.*"

SRF

1. #34118 (Robey Clark) Update SRF Front W2 Rain Tire Part Number
In SRF, GCR section 9.1.8.D.1.X.f, change as follows:
"Front – Hoosier P/N 4610~~0~~*1* P185/65R13 W2"

GCR

1. #34053 (Jared Lendrum) Duplicate verbiage in Cage rules.
In Cars and Equipment, GCR section 9.4, change as follows:

~~**D. SIDE PROTECTION**~~

~~Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3 below). NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, and B-Spec the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity. The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.~~

~~Cars competing in Improved Touring, Spec Miata, T4, and B-Spec may extend one tube per side from the door bars down to the rocker panel. The attachment point may be not larger than 25 square inches and no longer than 8" in any direction. The tube~~

~~shall not exceed door bar diameter and thickness. The attachment points shall be approximately centered longitudinally in the door openings.~~

~~E.~~*D.* ROLL CAGE ATTACHING POINTS *AND SIDE PROTECTION*

1. Improved Touring, Spec Miata, B-Spec, T2, T3 and T4 classes – The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be ~~utilized~~*used* with a 100~~#~~ *pound* penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. *The* ~~R~~*r*oll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray.

   ~~a. Cars competing in Improved Touring, Spec Miata, T4, and B-Spec may extend one tube per side from the door bars down to the rocker panel. The attachment point may be not larger than 25 square inches and no longer than 8" in any direction. The tube shall not exceed door bar diameter and thickness. The attachment points shall be approximately centered longitudinally in the door openings.~~

2. All other classes – There is no limit on cage attachment points. The roll cage ~~shall~~*must* be integrated into the frame or chassis.

3. Mounting Plates

   a. Mounting plates welded to the structure of the car ~~shall not be less than~~*must be at least* .080 inches thick and no more than 0.25 inches thick. The maximum area of each mounting plate in the Improved Touring, Spec Miata, and Touring classes ~~shall be~~*is* 144 square inches. Plates may be on multiple planes but cannot be greater than 15 inches on any side.

   b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis~~,~~ and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate ~~must be~~*is* 144 square inches. Plates may be on multiple planes but ~~shall not~~*cannot* be greater than 15 inches on any side.

   c. Fasteners for bolted or riveted mounting plates must be Grade 5/Metric 8.8 or better with a minimum diameter of 5/16~~"~~ *inches*.

4. Side Protection

   a. Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3). NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, and B-Spec, the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified but not removed if the door bars extend into the door cavity.

b. The stock outside door latch/lock operating mechanism must not be removed or modified unless specifically authorized in the category rules.

c. Removal or modification of stock side impact beams is prohibited in all categories except Production and GT unless specifically authorized in the category rules.

d. Cars competing in Improved Touring, Spec Miata, T4, and B-Spec may extend one tube per side from the door bars down to the rocker panel. The attachment point may be no larger than 25 square inches and no longer than 8 inches in any direction. The tube must not exceed door bar diameter and thickness. The attachment points must be approximately centered longitudinally in the door openings.



General

1. #34209 (Club Racing Board) Safety Belt Graphics updates

In GCR, Section 9.3.18.G. Figure 1-3, replace artwork as follows:

Figure 1

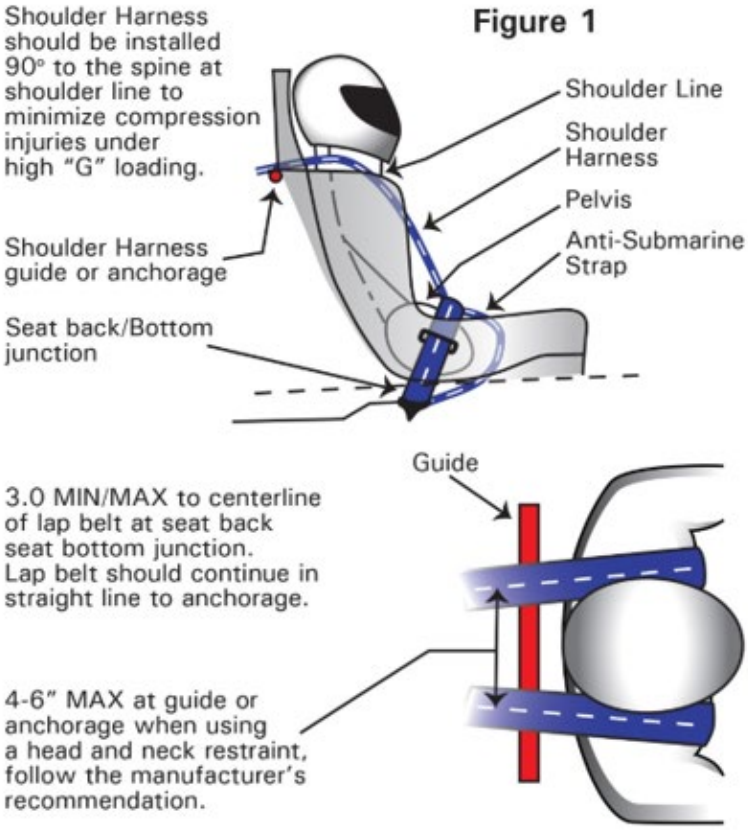


Figure 2

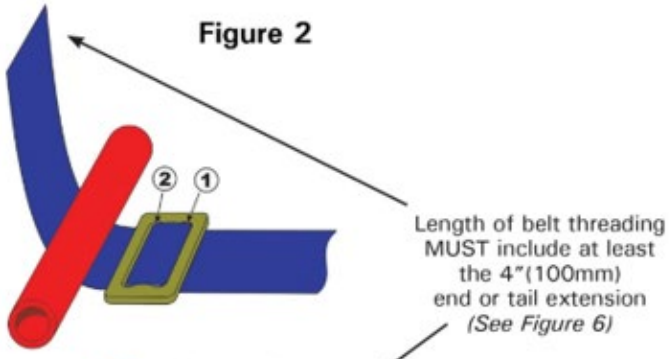
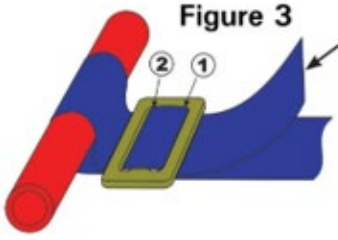


Figure 3



Grand Touring

GT General

1. #33784 (James Rogersn) Please classify Fields Cardinal V8

In GT Spec Lines, GT1 Cars - Fields Cardinal, classify Fields Cardinal V8 as follows:

GT1 Cars – *Fields Cardinal*

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Fields Cardinal V8	*2023*	*2 Dr.*	*RWD*	*92.0*	*Roll Cage MUST be modified to comply with GCR Section 9.4.*

In GT Spec Lines, GT1Engines - classify Ford V8 as follows:

GT1 Engines - *Ford*

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
Ford V8	*92.2 x 92.7*		*4.9*	*2*	*4*	*Fuel Injection*	*2100*	

GT2

1. #33771 (Coyote Black) Request to class 2011 Porsche Cayman S

In GT Cars - Porsche, classify Porsche Cayman 'S' as follows:

GT Cars - Porsche

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Porsche Cayman 'S'	*09-12*	*2 dr. Coupe*	*RWD*	*95.08*	*3.4L No PDK Transmission*

Improved Touring

None.

Legends Car

None.

Production

FP

1. #34097 (Bob Pharr) Classification Request for 1978 Toyota Celica

In FP Spec Lines, classify Toyota Celica (78-80) 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.)
Toyota Celica (78-80)	*2*	*2100 * 2153 ** 2205*	*4 cyl SOHC*	*88.5 x 89.0 (3.48 x 3.50)*	*2190 (133.6)*	*Iron*	*Alum*	*(I) 43.0 (1.69) (E) 36.0 (1.42)*	*Carburetion*	*2492 (98.1)*	*1451 / 1413 (57.2 / 55.6)*

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) 254 (10.0) Disc (R) 228.6 (9.0) Drum*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

Spec Miata

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #33786 (Touring Committee) T1 GT4 adjustments

RM 23-04 – Touring 1 weights dated 3/21/2023

As an E&O to the February Fastrack, in T1-GT4 leave weights as follows:

Aston Martin Vantage AMR GT4: 3575
Audi R8 GT4: 3550
BMW M4 GT4: 3500
Ford Mustang GT4: 3550
Maclaren 570S GT4: 3450
Mercedes AMG GT4: 3450
Porsche 718 Cayman GT4 CS MR: 3200
Porsche 718 GT4 RS Clubsport: 3450
Toyota Supra GR GT4: 3350

3. #34191 (Club Racing Board) Touring 1 Tire Sizes
RM 23-05 – Touring 1 Tire Sizes dated 3/21/2023
In T1-GT4 change tire sizes as follows:

Maclaren 570S GT4	~~(f)285~~ *315* ~~(r)315~~
Mercedes AMG GT4	~~(f)275~~ *315* ~~(r)315~~
Porsche 718 Cayman GT4 CS MR	~~(f)275~~ *315* ~~(r)315~~
Porsche 718 GT4 RS Clubsport	~~(f)275~~ *315* ~~(r)315~~

T2
1. #33575 (Charlie Abell) C5 Z06 Straight Line Speed
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Weight (lbs) as follows:
"3425 w/~~53mm~~*56mm* flat plate restrictor)
~~3350 (w/58mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)~~"

T3
1. #33897 (Gamaliel Aguilar-Gamez) Request Spec E46 in T3 Weight Adjustment
In T3 Spec Lines, BMW SpecE46, change Weight (lbs) as follows:
"~~2950~~*2925*"

2. #33975 (Skylar McKnight) E36 2.5L 323is Weight Reduction
In T3 Spec Lines, BMW 323Ci/Is (98-00), change Weight (lbs) as follows:
"~~3100~~
~~3000~~*2750*"

3. #34016 (Nathan Gess) Update SpecE46 Spec Line to Current SpecE46 Ruleset
In T3 Spec Lines, BMW SpecE46, change Notes as follows:
"Must conform to all SpecE46 rules Version ~~2.7.~~*2.10.*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jeff Shafer vs. SOM COA Ref. No. 23-03-SW
March 30, 2023

FACTS IN BRIEF

On February 12, 2023, at the Hoosier Racing Tire SCCA Super Tour event held at Circuit of the Americas (COTA), Race Director Mike West submitted a Request for Action (RFA) against Chip Romer, driver of Prototype 1 (P1) #26, alleging Mr. Romer made contact with P1 #77, Driver John McAleer, failed to report to impound as required by Supplemental Regulations V.D. (Contact), and failed to respect the pit exit blend line. The Stewards of the Meeting (SOM), Wes Cunningham, Bob Neff, and Russ Gardner (Chairman), met to hear and decide the RFA.

The SOM determined Mr. Romer was responsible for the contact with John McAleer, driver of Car #77, violating General Competition Rules (GCR) Section 6.11.1. (On Course Driver Conduct). The SOM also determined Mr. Romer forced Jim Devenport, driver of Car #23, over the pit exit blend line in violation of Supplemental Regulations II.E. (Blend Lines). The SOM imposed a penalty of a reprimand and assessed 1 point on Mr. Romer's competition license for each violation (total of 2 points).

The SOM determined Mr. Romer did not violate GCR 6.11.1.E. (Investigation of contact) and Supplemental Regulations V.C. (Impound) and D. (Contact).

Mr. Jeff Shafer, Entrant for Mr. Romer, appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and James Foyle (Chairman), met on March 16, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Jeff Shafer, submitted February 21, 2023.
2. Notification of Appeal, received February 28, 2023.
3. Official Observers Report and related documents, received February 28, 2023.
4. Driver's letter, received February 28, 2023.
5. Videos from the cars of Mr. Devenport and Mr. Romer received February 28, 2023.

FINDINGS

Mr. Shafer based his appeal on new 360° video from Mr. Romer's car allegedly

showing shared responsibility for the contact. Mr. Shafer also alleges Mr. McAleer violated 6.11.1.D. and states the SOM did not take the performance level of the cars into consideration. He additionally cited Appendix P and stated his opinion that it does not cover the start of a race well.

The Court of Appeals reviewed all documents and available videos, including in-car video from P1 #26. Mr. Romer's in-car video was not available to the SOM as he left the track before the RFA was filed. The COA affirms Appendix P track limits and guides apply to the start as it does to all other track activities. Video from both cars showed Mr. McAleer had already turned into Turn 1 before the contact.

The COA finds no cause to modify or overturn the SOM decision.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Kent L. Carter vs. SOM COA Ref. No. 23-04-SW
March 30, 2023

FACTS IN BRIEF

On February 12, 2023, at the Hoosier Racing Tire SCCA Super Tour event held at Circuit of the Americas (COTA), driver of B-Spec #92, Dr. Kent Carter, submitted a Protest against driver of B-Spec # 36, Joe McClughan, alleging Mr. McClughan had exceeded the track limits, forced Dr. Carter off track and engaged Dr. Carter in unsportsmanlike conduct, post-race.

The Stewards of the Meeting (SOM), Bob Albert, Dave Rollow, and Russ Gardner, Chairman, met, reviewed the available in-car videos, heard witnesses, and upheld a portion of Dr. Carter's protest in which Mr. McClughan had violated GCR 2.1.7. (Acting in an unsportsmanlike manner) & GCR 2.1.8. (Threatening physical violence). Mr. McClughan received a reprimand and assessed 1 penalty point to his competition license as prescribed by GCR 7.4.A. (Penalty Points).

Dr. Carter appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Jeffrey Niess, (Chairman) met on March 16, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Dr. Kent Carter, submitted February 22, 2023.
2. Notification of Appeal received February 28, 2023.
3. Official Observers Report and related documents, received February 28, 2023.
4. Videos from the cars of Dr. Carter, Mr. McClughan, and Mr. Pendergrass # 56, received February 28, 2023.
5. Phone call with COTA Super Tour Race Director Mike West, March 9, 2023.

FINDINGS

Dr. Carter appealed all three issues referenced in his original protest of Mr. McClughan. Dr. Carter alleges Mr. McClughan's reprimand for violating GCR 2.1.7. (Acting in an unsportsmanlike manner) & GCR 2.1.8. (Threatening physical violence) was inadequate. Also Dr. Carter alleges the SOM erred in their decision to not uphold his protest in which Mr. McClughan failed to provide racing room at Turn 10 and finally Dr.

Carter alleges the SOM erred in not rendering a decision regarding Mr. McClughan repeatedly exceeding the track limits to gain an unfair advantage. According to the SOM Basis for Decision document the SOM disallowed GCR 6.11.1.B. (Racing room) due to inconclusive video evidence and disallowed Supplemental Regulation II.D (Track limits) due to “off track excursions were not called or enforced throughout the field”.

The Court of Appeals reviewed all documents and available videos, including in-car video from B-Spec #156, Thomas Pendergrass, (new evidence). The COA finds the penalty assigned to Mr. McClughan for violating GCR 2.1.7. (Acting in an unsportsmanlike manner) & GCR 2.1.8. (Threatening physical violence) is within the penalty guidelines of GCR 7.2. (Range of Penalties).

The COA reviewed all in-car videos offered as evidence and finds the videos are inconclusive for violations of GCR 6.11.1.B. (Racing room).However, the videos do evidence that Mr. McClughan exceeded the track limits and gained advantage a minimum of 7 times throughout the race.

Testimony from the Super Tour Race Director at COTA, Mike West, and a review of the Observers Report Summary of Actions confirms that track limits were enforced for both qualifying and race sessions. Mr. West stated for the races the standard penalty for exceeding the track limits was a one position penalty for each track limit violation.

DECISION
The Court of Appeals upholds the SOM decisions regarding GCR 2.1.7. (Acting in an unsportsmanlike manner) & GCR 2.1.8. (Threatening physical violence) and GCR 6.11.1.B. (Racing room). However, the COA overturns the SOM decision regarding Supplemental Regulation II.D (Track limits) and assigns Mr. McClughan the penalty of loss of 7 finishing positions in the B-Spec class for the race on February 12, 2023, and assigns an additional 2 penalty points to his competition license as prescribed by GCR 7.4.A. (Penalty Points).

Dr. Carter’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
David Hoover vs. SOM COA Ref. No. 23-05-SE
April 10, 2023

FACTS IN BRIEF

On February 26, 2023, at the 2023 Hyler Craft Memorial SARRC race held at Roebling Road Raceway**,** Assistant Chief Steward Clyde Kiser filed a Chief Stewards Action (CSA) disqualifying David Hoover, driver of Formula Enterprises 2 (FE2) #96 for violation of General Competition Rules (GCR) 9.1.1.I.G.a.2. (Engine/component seals) due to a Technical Inspection Report from Tech indicating missing seals on the motor. Mr. Hoover protested the CSA.

The Stewards of the Meeting (SOM), Peter Olivola and Lindy Toland, Chairman, met, considered the evidence, and disallowed the protest, noting Mr. Hoover himself did not dispute the facts. Their reasoning was this allowed Mr. Hoover to expedite his appeal under errors and omissions upon which the SOM could not rule.

Mr. Hoover appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), James Foyle, Jeffrey Niess, and Costa Dunias, Chairman met March 23, and 30, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from David Hoover, submitted February 27, 2023.
2. Notification of Appeal, received March 15, 2023.
3. Official Observers Report and related documents, received March 15, 2023.
4. Response from the SOM, received March 17, 2023.
5. E-mails from Robey Clark, President of SCCA Enterprises, received March 14, 2023.
6. Phone call with Robey Clark on March 27, 2023.
7. Witness statement from Kevin Kloepfer, Comprent Motorsports, received March 27, 2023.
8. E-mail from Robey Clark, received March 30, 2023.

FINDINGS

Mr. Hoover appealed the disqualification due to “Errors and Omissions (E&O’s)” on the part of SCCA Enterprises and their Customer Service Representative (CSR) Comprent

Motorsports.

The COA reviewed all documents, e-mails, and phone conversations. The COA also reviewed all subsequent verifications from SCCA Enterprises. The COA finds a series of errors occurred beginning with the shipment of the unsealed engine from SCCA Enterprises. The engine was installed by an Enterprises Customer Service Representative (CSR) and delivered to the customer, Mr. Hoover. Mr. Hoover raced the car without knowing of the errors. Every checkpoint (Quality Control) along the chain of events failed.

The COA refers this matter to the SCCA Board of Directors with the following recommendations:

- SCCA Road Racing Department to work with SCCA Enterprises to discover and correct any other quality control errors regarding seals affecting any other competitors.
- SCCA Enterprises should institute a mandatory check list for themselves, the CSR, and the competitor receiving the product.

The COA acknowledges FE2 is a driver class and its participants are usually not tech savvy and may not be technically aware of the nuances of GCR 5.9.2.B. (Event technical inspection) requiring the competitor to be responsible for the end product.

SCCA Enterprises has certified to the COA and SCCA Road Racing Department that the engine is compliant with the rules and it has been sealed.

SOM Courts are reminded there is no authority for the COA to rule on “Errors and Omissions” in the GCR. This option is usually only available at the SCCA Championship Runoffs® as stated in the Supplemental Regulations. During the season E&O requests are made by submitting a compliance review request under GCR 8.1.4.

The COA finds Mr. Hoover is responsible for presenting a compliant car and did not comply with GCR section 5.9.2.B. However, due to the circumstances regarding the delivery of the car without the proper seals, the COA finds Mr. Hoover is not responsible for a drive train offense and will not be subject to penalties specified in GCR 9.1.1.I.1/2.T. (Penalties (Specific to Enterprises Spec Cars)).

DECISION

The Court of Appeals upholds the SOM decision with modifications. The COA reverses the penalty of disqualification and moves Mr. Hoover to last finishing position in class behind all other compliant cars with no penalty points added to his competition license. The Logbook for chassis number 000107 is to be corrected. Mr. Hoover’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Eric Prepscius vs. SOM COA Ref. No. 23-06-NE
April 24, 2023

FACTS IN BRIEF
On Sunday, March 19, 2023, following the third on track session for Group 1 at the Washington DC Region SCCA Racing School at Summit Point Motorsports Park, Assistant Chief Steward (ACS) Chris Current filed a Chief Steward's Action (CSA) penalizing Eric Prepscius, driver of Spec Racer Ford 3 (SRF3) #51, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Contact) for forcing SRF3 #37 off track and 6.1.1.B. (Yellow Flag), for passing Formula Vee (FV) #29. Both incidents occurred during a full course yellow. Mr. Current placed Mr. Prepscius on a three-race weekend probation and assessed one penalty point on his competition license for both incidents. Mr. Prepscius protested the CSA.

The Stewards of the Meeting (SOM), George Bloeser, Pam Richardson, and Gene Kern, Chairman, met, reviewed various corner reports, and heard testimony. Mr. Prepscius stated that his camera did not work and he did not have a video for that session. The SOM disallowed the protest, affirming the CSA penalty. Mr. Prepscius appealed the SOM ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Costa Dunias, James Foyle, and Bev Heilicher (Chairman), met on April 13, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Eric Prepscius, submitted March 28, 2023.
2. Notification of Appeal, received April 4, 2023.
3. Official Observer's Report and related documents, received April 4, 2023.
4. Still photos from Mr. Prepscius, received April 4, 2023.
5. Email response from Gene Kern, received April 10, 2023.
6. Email response from Kathy McLeod, Chief Steward, received April 12, 2023.

FINDINGS
Mr. Prepscius alleged the penalty imposed on him was unwarranted, citing disagreement with ACS Current, flagging positions, notification process, and past performance as mitigating circumstances. Mr. Prepscius also questioned the appropriateness of a penalty affecting his competition license at "a non-race event". Mr. Prepscius submitted still photos from a video captured during the event as evidence of

flag positions; however, with no date or time stamp on the photos they did not substantiate Mr. Prepscius' claims. Mr. Prepscius also confirmed he did pass Car #29, as he thought it the safest option even though the course was full course yellow.

The COA finds the event was appropriately sanctioned as a Drivers School (DS) by the SCCA Road Racing department. The event Supplemental Regulations prominently states, "This event will be held under the SCCA General Competition Rules." As various worker reports and official documents state, the track was under a full course yellow during the session. Mr. Prepscius, as an experienced full competition license holder, should have known there was no passing at any corners. The event was structured as training sessions for novice permit holders. Mr. Prepscius stated he entered the event to "simply test his new SADEV" transmission. He should have exercised increased caution knowing the other drivers on track did not share his experience level.

The COA notes there is no mention of "a notice card" in the GCR or the event Supplementary Regulations. Mr. Prepscius acknowledges he was notified and spoke with ACS Current. He was given the opportunity to protest the Chief Steward's Action and appeal the decision of the SOM per the GCR.

The COA finds no cause to modify or overturn the SOM decision.

DECISION OF THE COURT
The Court of Appeals upholds the SOM decision in its entirety. Mr. Prepscius' appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | May 2, 2023

The Club Racing Board met by teleconference on May2, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #34148 (Tim Myers) From April Fastrack: COA reference 8.2

Thank you for your letter. Please note that GCR section 1.2.3.F specifically states the following: The pronouns "he", "his", and "him" are generic and are not intended to indicate gender.

T2

1. #33566 (Brian Leib) Audi S4 Hood and Brake Cooling Request

Thank you for your letter. The category rules currently allow significant hood venting and brake ducting.

T2-T4

1. #34220 (chi ho) BMW 320i Intercooler Clarification

Thank you for your letter. In letter number 33762, you requested an aftermarket intercooler for the 320i T3 and T4. An intercooler of this type has never been allowed in T4 and would set an unwanted precedent. Aftermarket intercoolers are common allowances in T3. We feel that the 320i is a better fit in T3 and would be more reliable there.

Not Recommended

B-Spec

1. #33553 (Michael Ogren) T5 Rules ,Headers Please.

Thank you for your letter. The use of headers shall be on a case-by-case basis only on specific vehicles as a means to equalize performance based on the results of a car's data.

2. #33555 (Michael Ogren) T5 Rules 200 TW Tires Suggestion

Thank you for your letter. The class will continue on DOT tires without a limit on treadwear.

3. #33563 (Philip Royle) Request to Class 1999-'05 Nissan Sentra in T5

Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes

4. #33573 (Mark McCaughey) Request to Remove Toyota Corolla XRS From “T5”

Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes

5. #33574 (Mark McCaughey) Request to Add Toyota Celica 00-05 GT to “T5”

Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes.

6. #33677 (Mike Ogren) T5 Strut Tower Modification Request
Thank you for your letter. CSpec will follow current BSpec rules for slotting of towers

7. #33925 (David Daughtery) Aftermarket ECU
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

8. #34062 (Kent Carter) Help for 3rd Gen Fit
Thank you for using the SCCA letter log system, it greatly helps the CRB keep track of the letters received.

In regard to the recent BoP changes that were made to the cars in B-Spec, please be aware that they were the result of considerable thought and research. Some competitors are concerned that the change to the Mini Cooper is too significant. Prior adjustments to this car in particular did not result in the desired change; their performance along with all other B-Spec cars will be carefully monitored and the BoP addressed accordingly as the season progresses.

A few competitors have raised concern about the Mini Cooper not being "safe" because of the increased minimum weight and/or the ballast that may be necessary to achieve the minimum. According to our calculations this car remains within the DOT recommended maximum weight for a Mini Cooper. For reference purposes GCR 9.1.10.E.17 gives an excellent recommendation for attaching ballast if necessary. It is further noteworthy that within SCCA there are many cars that safely carry and compete with this type of ballast. For example, in T3 the Nissan 350Z carries an average of 190 lbs. of ballast and the Mazda RX8 routinely carries 100 lbs. or more in T4. Be reminded however that as per GCR 5.9.2.B. **the participant bears the ultimate responsibility at all times to ensure the safety of his vehicle and equipment**. If, for any reason, you, your driver, or crew, believe that your car is not safe then it should **never be on track**. Participation in SCCA events is voluntary; you should not feel compelled to participate if any doubt exists as to the safety and wellbeing of you, your driver, or crew.

Please remember if you are submitting a letter to the system which cites a problem or change that is needed to include your idea(s) for resolution and the data that may have been used in your assessment.

Thanks again for the letter and great luck and fun with the balance of your 2023 race season.

B-Spec Committee
SCCA CRB team

9. #34064 (Andy Doyle) Move the Mini from B Spec to T5
Thank you for your letter. The car requested does not fit in the current philosophy of C-Spec and is a better fit in other classes.

10. #34175 (Kent Carter) B-Spec BOP Adjustment
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

11. #34212 (Richard Hromin) Spec Mini Cooper Class
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

12. #34213 (Steve Introne) Unreasonable and Unsafe B-Spec BOP Changes
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

13. #34215 (Richard Hromin) B-Spec Mini
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

14. #34218 (Joseph Plunkett) Mini Cooper Weight Increase
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

15. #34221 (Richard Osborne) Recently Proposed Changes to B-Spec class 4/20/23 Fastrack News
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

16. #34222 (Mark Goodman) Request Regarding Proposed Changes
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

17. #34223 (Matt Downing) BOP Adjustments Proposed for the B-Spec Class
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

18. #34224 (Richard Hromin) Bspec BoP Adds
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

19. #34225 (George Badger) Comments on Preliminary Fastrack B-Spec BOP
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

20. #34233 (Rob Piekarczyk) Intake for 09-14 Honda Fit
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

21. #34240 (Jeffrey Hennessy) Increased Car Weight
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

22. #34243 (Steven Pounds) Feedback on B-Spec Competition Adjustment Prelim TB
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

23. #34244 (Christopher Jackson) 4/14/23 Prelim Response
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

24. #34245 (Frank Schwartz) MINI Cooper BOP Changes
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

25. #34246 (David Oliveira) Bspec bop suggestions
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

26. #34247 (Andrew Nelson) Preliminary Tech Bulletin 34208 B Spec BOP adjustments
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

27. #34252 (Ryan Claucherty) Proposed weight increase to Mini Coopers
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

28. #34259 (Natalie Cole) Response to 4/14/2023 Prelim
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

29. #34261 (Kent Carter) Too Many Fiddly Changes in the Proposed BOP
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

30. #34262 (Rob Piekarczyk) 2009-2014 Honda Fit Weight Reduction Request
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

31. #34270 (Thomas Tremper) B-spec BOP/Mini
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

32. #34299 (Charles Davis) Weight Reductions
Thank you for your letter. Please see response to letter # 34062 in current Fastrack.

C-Spec
1. #33731 (Joshua Reed) T5 Classification Rules Suggestions
Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes.

2. #33857 (Emmitt Staley) Car Reclassification Request: 2006 Chevrolet Cobalt SS, NA 2.4
Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes.

3. #33979 (Steve Strickland) Please Classify the 2000 Mazda Protege ES in T5
Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes.

4. #33992 (Derek Chan) 95-98 Nissan Sentra SE-R
Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes.

5. #33993 (Sam Fisher) Request to add 95-98 B14 Nissan 200SX SE-R to T5
Thank you for your letter. The cars requested do not fit in the current philosophy of C-Spec and are a better fit in other classes

SRF3
1. #34300 (Elliott Freireich) Cool Shirt Reservoirs
Thank you for your letter. SCCA Enterprises will not allow a hinged panel on any part of the bodywork of the SRF and SRF3 cars.

GT2
1. #34166 (Mitchell Bender) TA2 Restrictor Change, Requesting Adjustment for TA2 Cars in GT2
Thank you for your letter. Not Recommended at this time. The CRB will continue to monitor the on track performance of TA2 as well as the SCCA collected data.

EP
1. #34236 (Morey d Doyle) Weight Reduction Request for TR8
Thank you for your letter, but this request is not recommended. This specific classification has been granted several positive spec line adjustments in recent years, and it is not believed that any further are necessary at this time.

HP

1. #34207 (Lawrence Friason) Request for Scirocco cc Increase

Thank you for your letter. It is against class philosophy to allow an engine that never came in a specific chassis. Also note that historically, the VW 1.6L engine has raced successfully and reliably in both Full Prep and Limited Prep build levels.

SM

1. #34052 (Nick Leverone) Small End Rod Bushing

Thank you for your letter. SMAC has communicated with several SM engine builders throughout the country and have determined the general consensus does not see this as a problem. SMAC does not think this is a necessary change to the rules at this time.

T1

1. #34049 (David Mead) Request reinstatement of Honda S2000 with Rotrex S/C in T1

Thank you for your letter. The old S2000 classification is too far from the intent of T1. It has too many non-OEM allowances and used to run way under the 3000lb target for the class. Meanwhile, this car could fit in STU well. Please consider that class.

T3

1. #33994 (Derek Chan) SpecZ 350z Spec Line

Thank you for your letter. The Spec 250z is allowed many items that give it an advantage over the other 350z spec lines. We will monitor its performance.

2. #34183 (Jacob Williams) 1995 M3 Not Formally Recognized in the GCR for T3

Thank you for your letter. The touring committee does not wish to change the existing 1996 M3 spec line. The touring classes require the cars to compete with specified motors. Classing the 1995 with the 1996 would contradict the engine specs. 1995 is also older than we like to see in the touring classes. We suggest that you consider STU (Super Touring Under). In that class, the 1995 M3 can compete, and it isn't required to use the original engine.

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. #34168 (Club Racing Board) GCR section 1.2.3.D

In Interpreting and Applying the GCR, GCR section 1.2.3, change as follows:

"D. *(Effective 06-01-2023)* The interpretation and application of the GCR by SCCA officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:

1. The *CRB determines the* intent of a ~~specific~~ rule**.** *The CRB's determination* ~~will~~ override*s* a ~~participant~~*member*'s interpretation of a rule. ~~The intent of a rule will be determined by the CRB. If any rule is unclear to the participant, the participant is advised to obtain written approval by submitting a compliance review request under GCR section 8.1.4 prior to making any modification.~~

2. If a member believes a rule is unclear, the member may seek clarification from the CRB before the start of an event through www.clubracingboard.com.

3. Determination of the intent of a rule during an event is limited to those situations in which either the SOM or the Court of Appeals concludes that a rule is unclear or ambiguous as written.

4. If a rule is unclear to SCCA staff or officials, they may seek clarification from the CRB at any time through www.clubracingboard.com or by other means.

a. The CRB will not unilaterally engage in an appeal, overturn an appeal, or override a steward's action during an event.

b. The Court of Appeals or stewards will use the CRB's clarifications in rendering decisions.

~~2.~~*5.* SCCA officials' determinations are non-litigable~~;~~**.**

~~3.~~ *a.* ~~They~~*Members* will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to *enjoin,* reverse*,* or modify such determinations~~,~~ or seek to recover damages or other relief allegedly incurred or required as a result of such determination*s*~~; and~~**.**

~~4.~~ *b.* Any member who initiates or maintains litigation *in* ~~violating~~*violation of* this provision agrees to ~~reimburse~~ *indemnify and hold harmless* SCCA*, its employees, agents, and members* for all costs ~~of litigation~~, *losses, damages, injuries, judgments, awards*, ~~including~~ travel expenses*,* and attorneys' fees *incurred or sustained as a result thereof.*"

2. #34169 (Club Racing Board) GCR section 8.1.4
In Types of Judicial Actions, GCR section 8.1.4, change as follows:
"*(Effective 06-01-2023)* **8.1.4. Compliance Review*/Rule Clarifications***
~~A m~~*M*ember*s* may request a determination ~~on~~*of* the compliance of their vehicle or its components by submitting a Compliance Request Form to the Road Racing Department*,* at which time a letter will be entered into the CRB letter log system. ~~Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.~~
A. The ~~Staff~~*Road Racing Department* will review the request and must consult with the CRB and other appropriate experts *regarding the same*.

B. The Road Racing Department will schedule *an* in-person inspection of the vehicle or component*(*s*)* by a class expert. The expert will *then* submit a written opinion ~~back~~ to *the* Road Racing *Department* and the CRB.

C. The Road Racing Department and the CRB will review the expert's opinion. ~~If required, the CRB may initiate a clarification of the applicable rule(s). Road Racing will then submit a written ruling to the applicant.~~

D. If required, the CRB may clarify the applicable rule(s).

E. The Road Racing Department will then submit a written ruling to the requesting member.

~~D.~~*F.* A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

~~E.~~*G.* Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes monthly, and there is no guarantee of *future* compliance.

H. Requests for clarification of rules that do not relate to a specific vehicle or component shall be submitted to the CRB at www.clubracingboard.com."

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c
In Production, Section, 9.1.5.E.8.c. remove as follows:
"*(Effective 01-01-2024)* ~~Cars using 13" wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire.~~"

T3

1. #33567 (Brian Leib) Audi S4 BoP Request
In T3 Spec Lines, Remove Audi S4 (10-11) and Audi S4 (12-14) in its entirety:
"*(Effective 1/1/2024)* ~~Audi S4 (10-11)~~
~~Notes- AWE part#2660-13010 permitted~~"

"*(Effective 1/1/2024)* ~~Audi S4 (12-14)~~
~~Notes- AWE part#2660-13010 permitted~~"

Taken Care Of

C-Spec

1. #33716 (Mike Ogren) T5 Ride Height
Thank you for your letter. Please see letter # 33552 in current Fastrack.

GCR

1. #33490 (Jim Rogaski) Remove Recent Rule Change to GCR 1.2.3.D.1. Intent of a Rule
Thank you for your letter. Please see the response to letter # 34168 in the current Fastrack.

2. #33500 (Kevin Coulter) Support for Letter 33490
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

3. #33505 (Paul Gauzens) Input RE: Letter Number: #33490
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

4. #33507 (ken Blackburn) Letter #33490 Re; GCR 1.2.3.D.1
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

5. #33515 (Bev Heilicher) TB 22-09 Rule Change
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

6. #33529 (John Kish) Ref: Letter #33490
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

7. #34196 (Ken Blackburn) Proposed Revised Language: GCR 1.2.3.D.1
Thank you for your letter. Please see the response to letter #34168 in the current Fastrack.

Prod General

1. #34076 (Greg Amy) Letter #34010 Feedback
Thank you for your letter. Please see response to Letter #34010 in current Fastrack.

2. #34198 (James Bell) Input on Removing Rule 9.1.5.E.8.c
Thank you for your letter. Please see response to Letter #34010 in current Fastrack.

T2-T4

1. #34067 (Touring Committee) Allow replacement of plastic hose with silicone part for Audi S4
Thank you for your letter. Please see letters # 33566 and # 33567 in current Fastrack.

T3

1. #33970 (Simon Asselin) Wanted to Clarify the Response to Letter 33462 From January
Thank you for your letter. Please see letter # 34178 in current Fastrack.

T4

1. #34157 (Dan Dennehy-Rodriguez) Help for the Mk5 Rabbit and Similar Chassis (07k engine)
Thank you for your letter. Please see letter # 34153 in current Fastrack.

2. #34237 (Michael Gordhamer) 96-01 Audi A4 2.8l v6 Help
Thank you for your letter. Please see letter # 34217 in current Fastrack. Please try the new allowances before requesting more.

What Do You Think

None.

RESUMES

None.

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

DATE: May 20, 2023
NUMBER: TB 23-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #33536 (Morgan Trotter) T5 Mazda 3 Spec Line Addition
In C-Spec Spec Lines, classify Mazda 3i Touring 2.0 Skyactive MT (12-13) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mazda 3i Touring 2.0 Skyactive MT (12-13)	*83.5 x 91.2 2000*	*2642*	*155/ 148*	*3.63, 1.947, 1.30, 0.971, 0.790. 0.645*	*4.105*	*(F)278mm (R) 264mm disc*	*2900*	

2. #33552 (Michael Ogren) T5 Ride Height Rules.
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E.15., add the following:
"Ride height: For B-Spec Minimum ride height is six (6) inches, *for C-Spec Minimum ride height is five and a half (5½) inches,*"

3. #33557 (Mike Ogren) T5 Spring Allowance
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E.36., add the following:
"Suspension: *B-SPEC* competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. *C-Spec competitors may use the OEM Suspension, the specific suspension kit approved on the spec line or TBD.* Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, including 'helper' or 'tender' springs, ~~up to a maximum spring rate of 500 pounds may be used.~~ *for B-Spec the maximum spring rate is 500# front and rear, for C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear.* Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed.

4. #33558 (Mike Ogren) T5 Wheel Minimum Weight
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E.8., add the following:

"Wheels: *For B-Spec* Required wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs. *For C-Spec Required wheel/rim diameter is seventeen inches (17”). Maximum wheel/rim width is eight inches (8”). Minimum Wheel/rim weight shall be 17 lbs..*"

5. #33641 (Frank Schwartz) T5 Tire Options
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E.7.a., add the following:
"*For B-Spec:* Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car. *For C-Spec: Tires shall be 225/45R17.* DOT Tires must be run unmodified.

6. #33660 (Brandon Vivian) Allow ZZP Sonic Aluminum Radiator 1.68
In B-Spec Spec Lines, Chevrolet Sonic 4dr Sedan MT (12-19), add to Notes as follows:
"*Allow Aluminum Radiator #ZZP-ZZ013.*"

In B-Spec Spec Lines, Chevrolet Sonic 4dr Sedan AT (12-19), change as follows:
Car: "Chevrolet Sonic 4dr ~~Sedan~~*~~Hatch~~* AT (12-19)"
Notes:"*Allow Aluminum Radiator #ZZP-ZZ013.*"

In B-Spec Spec Lines, Chevrolet Sonic 4dr Hatch MT (12-19) , add to Notes as follows:
"6T40e automatic equipped only. ~~33~~*34*mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. *Allow Aluminum Radiator #ZZP-ZZ013.*"

7. #33797 (Kent Carter) Fasteners for Bumper Caps
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E., add the following:
"*47. Positive fasteners may be used to attach the bumper caps to the OEM bumper cap clips and may include a machine screw and T-nut or a rivet-nut. Pointed screws such as self-drilling/tapping or sheet metal screws are prohibited.*"

8. #33806 (Kent Carter) Allow CAN Bus Connection to Data Systems
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E.29., change as follows:
"Lap Timing and Data Acquisition Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Intercomp Lap Timer, etc.) are permitted, along with the required mounting hardware and connections. Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. ~~One connection from the OBD2 port to the stand-alone data acquisition system is permitted. No additional sensors may be added and the data acquisition system must not tie into the vehicle electronics in any other manner beyond this allowance.~~ The SCCA may install a standalone data box in a competitor’s car at any time. Refusal of the installation of the data box will result in disqualification. Analog (needle type) gauges for oil pressure, oil temp and water temp may be added as long as they are not tied into the vehicles ECU in any way. Stand alone shift lights may be added.
Connections to the CAN bus are permitted for the purpose of reading CAN data to monitor vehicle and driver performance using data logging systems, dashboards and indicators. All connected systems must remain 'silent' on the CAN bus: they may receive data but must not send data on the BUS. GPS-based data acquisition and coaching devices are permitted."

9. #33890 (Andrew Doyle) Request Ford Fiesta weight reduction 25lbs
In B-Spec Spec Lines, Ford Fiesta 5dr Hatchback (11-19), change Weight as follows:
"~~2495~~*2470*"

In B-Spec Spec Lines, Ford Fiesta 4dr Sedan (11-19), change Weight as follows:
"~~2495~~*2470*"

10. #34164 (Kent Carter) Threaded Metal Inserts for Plastic Intake Manifolds
In B-Spec and C-Spec Categories Specifications, GCR Section 9.1.10.E., add the following:
"*48. All cars which use throttle body to intake fasteners directly into a plastic intake, are allowed to convert the intakes to accommodate a metal threaded insert. This is done for the sole reason that repeated removal of the restrictor plate wears the threads in the intake and eventually causes the need to replace the intake.*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #34190 (Club Racing Board) Simplify Pro Formula Mazda wheel allowance
In FA, Pro Formula Mazda spec line, change wheel width as follows:
"~~Pro Mazda series wheels~~
(F) 9 *Min.*
& 10 Max.
(R) 11 *Min.*
~~or~~
~~(F) 10~~
~~(R) 14 Min~~.
& 15 Max."

FC
1. #34329 (Formula/Sports Racing Committee) USF2000 Van Diemen with Mazda MZR LF-DE 2.0L in FC
RM 23-07, USF2000 Van Diemen with Mazda MZR LF-DE 2.0L in FC, GCR section 9.1.1.B.1, add a new section and re-letter the following sections accordingly:
"*c. The USF2000 tube frame Van Diemen car powered by the Mazda MZR LF-DE 2 liter engine is added as a "spec line" car in Formula Continental. Additional "spec line" cars are disfavored, and Balance of Performance (BoP) adjustments to keep "spec line" cars competitive with cars that meet the class formula are likewise disfavored.*"

In FC, GCR section 9.1.1.B.11, add the following:
"The only permitted engines are:
a. The Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine. The specifications are contained in B.15.

b. The Ford Zetec ZX3 2 liter dual overhead camshaft engine. The specifications are contained in B.16.

c. The Mazda MZR LF-DE 2 liter for use only in USF2000 cars, as described in the Spec Line Cars Table below."

In FC, GCR section 9.1.1.B, add the following:

Spec Line Cars Table						
Car	***Engine***	***Wheel Width (in) ± .060 inch***	***Aero***	***Transmission***	***Min. Weight (lbs)***	***Notes***
USF2000 Tube Frame as described at 2.2.1.4 of the FRP Mazda MZR F2000 Technical Specifications (2018) found here: https://www.scca.com/pages/technical-forms-and-downloads	*2.0 Liter Mazda MZR shall comply with MZR LF-DE specifications found here: https://www.scca.com/pages/technical-forms-and-downloads*	*See Notes*	*See Notes*	*Hewland JL-200 Minimum weight (dry) 34.4 kg/75.8 lbs* *Allowed Gears* *1st: 15-29* *2nd: 17-27* *3rd: 18-25* *4th: 19-23* *5th:24-26* *R&P: 12-34* *Gearbox shall comply with the FRP Mazda MZR F2000 Technical Specifications (2018) found here: https://www.scca.com/pages/technical-forms-and-downloads*	*1220*	*Car shall comply with what is described in the file "USF2000 Tube Frame Van Diemen in FC-V2.pdf", which includes the FRP Mazda MZR F2000 Technical Specifications (2018), found here: https://www.scca.com/pages/technical-forms-and-downloads with the following exceptions. All cars shall comply with GCR 9.1.1.B.10 Wheels and Tires. Spec sealed Dynamics 1640 dampers may be replaced with any damper that complies with current FC rules. Cars shall be equipped with four (4) dampers. Third spring arrangements or additional dampers are not permitted; this is a one-for-one replacement. Dampers must be independent of each other with no interconnectivity. Dampers must be manually adjustable only. Mechatronic valves, G-valves, inerters, mass dampers, and similar damper/suspension technologies are prohibited. Electromagnetic shock fluid is prohibited. All other Damper and Spring regulations as set forth in FRP Mazda MZR F2000 Technical Specifications (2018) apply. Bellcranks shall comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads. Spec PFC brake calipers may be replaced with Wilwood Calipers No. 120-13863-N (right) and No. 120-13864-N (left). Any brake pad is permitted. Any solid ferrous brake rotor is permitted but must be of OE size. All cars shall comply with the Mazda MZR LF-E2 2.0L Engine Rules in the document described above named document.*

In FX, GCR section 9.1.1.J.B, change as follows and renumber the remaining lines accordingly:
"~~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.~~"
In FX Table 1, remove the USF2000 Tube Frame and Pro Formula F2000 Tube Frame spec lines in their entirety.

SRF
1. #34189 (Robey Clark) Hoosier SRF Wet Front Tire Rule Update
In SRF, GCR section 9.1.8.D.1.X.f, change as follows:
"Wet:
Front – Hoosier P/N 46100 P185/60R13 H20 *or W2*
Rear – Hoosier P/N 46105 P205/60R13 H20 *or W2*
Ground clearance is 2.5" with driver as raced when *P185/60R13 (*H20 *or W2)* tires are used."

GCR
1. #34179 (Club Racing Board) E&O - Runoffs-Eligible Class Participation Requirements
In Cars and Equipment, GCR section 9.1.12.E, change as follows:
"*A* ~~P~~*p*articipant~~s competing in a Runoffs-eligible class~~ whose car is re-classified or dual-classified into a new class during the course of the current U.S. Majors Tour season may request a transfer of U.S. Majors Tour participation credits (weekend and ~~start~~*finish* credits) for the purpose of Runoffs qualification. The participant may request ~~that~~*a transfer of* the participation credits from the first class ~~be transferred~~ to the second class. Points will not be transferred~~,~~ and ~~they~~ will be removed from their respective point standings upon race participation transfer. Transfer will ~~only~~ be done *only* upon written request to the Road Racing department (see email address at front of book), no later than the first Wednesday following the final U.S. Majors Tour event of the current season."

2. #34333 (Club Racing Board) Add Silent to Technical Glossary
In GCR, APPENDIX F.TECHNICAL GLOSSARY, add as follows:
"Silent – *Electronics term used exclusively in reference to the prohibition of data transfer between a car's OEM or aftermarket electronic components. Devices connected to any OEM CAN bus are permitted to only accept data output and are prohibited from sending any signal, protocol, activation command, or information in any configuration to the ECU or any other OEM and/or aftermarket electronic component. Such devices are not permitted to use the car's CAN bus for any purpose other than data gathering*."

General
None.

Grand Touring
None.

Improved Touring
None.

Legends Car
None.

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

Production

EP

1. #34185 (Kip VanSteenburg) 914-6 Valve Size Correction
In EP Spec Lines, Porsche 914 - 6 2.0L, change Valves IN & EX mm/(in.) as follows:
"(I) 41.9*2.0*/(1.65)
(E) 38.1*0*/(1.50)"

General

1. #34264 (Greg Amy) Request to Classify Sonic and Fiesta in HP
In HP, adjust model years of the "Ford Fiesta (11-16)" spec line as follows:
"Ford Fiesta (11-16*9*)"

In FP, adjust model years of the "Chevrolet Sonic (12-16)" spec line as follows:
"Chevrolet Sonic (12-16*9*)"

Spec Miata

None.

Super Production

None.

Super Touring

STL

1. #34187 (Austin Hilliard) Clarify STL table B - IT spec notes on Tires
In STL Spec Lines, Table B: Alternate Vehicle and Engine Allowances, change Notes as follows:
ITA-spec and ITS-spec RX7: "Must completely conform to ITCS specifications. Tires must conform to 9.1.4, Tires & Wheels. *Tires must also conform to 9.1.4.2.Tires.*"

ITS, ITA, ITB, or ITC vehicles (1985-): "Must completely conform to ITCS specifications. Tires must conform to 9.1.4, Tires & Wheels. *Tires must also conform to 9.1.4.2.Tires.*"

Touring

T1

1. #34048 (David Mead) Request to reinstate T1 S197 Mustang
In T1 Spec Lines, classify Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S as follows:

T1	*Spec Line Number*	*Maximum Displ.*	*Min. Weight*	*Required Restrictor*	*Engine Notes*	*Chassis Notes*
Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S	*1429*	*Voodoo (16-21) - OEM-5160*	*3550*	*75mm - flat plate*	*Cross Plane Crank permitted. *This is a grandfathered spec line and must be continuously campaigned to remain in T1.*	

T2

1. #34147 (Lisa Hunsicker) 2009 Porsche Cayman Classing Request
In T2 Spec Lines, Porsche Cayman S (06-08), change year as follows:
"Porsche Cayman S ~~(06-08)~~*(06-09)*"

T3

1. #34093 (Scotty B White) S550 Reconcile With S197
In T3 Spec Lines, Ford Mustang V6 (15-17), change as follows:
Final Drive: "3.31 or 3.55~~ w/ auto~~"
Weight: "~~3475~~*3400*"
Notes: "58mm flat plate restrictor required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters). Sway bars allowed up to ~~35~~*38*mm (F) ~~25~~*28*mm (R). Ford Motorsports 6-piston M2300V 380mm brake kit allowed with ~~+175lb~~*+100*lb penalty, or optional 2-piece rotor 355mmmax Brembo brake kit #M-2300-S allowed with ~~+100lb~~*+50lb* penalty."

2. #34178 (Derek Chan) SE46 Parity Help
In T3 Spec Lines, BMW SpecE46, change weight as follows:
"~~2950~~*2900*"

3. #34234 (Touring Committee) 2022 Toyota GR Cup for T3 discussion
In T3 Spec Lines, Toyota GR Cup (2022-), classify as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Toyota 2022-up GR Cup	*94 x 86 2387*	*2575*	*18 x 8*	*Spec Series Continental 245/620R18 Slicks*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*4.10*	*332x32 F 280x32 R*	*2700*	*Must meet all Toyota GR Cup rules.*

In T3 Spec Lines, Toyota GR86 Cup (2022-), classify as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
*Toyota 2022-up GR**86** Cup*	*94 x 86 2387*	*2575*	*18 x 8*	*Spec Series Continental 245/620R18 Slicks*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*4.10*	*332x32 F 280x32 R*	*2700*	*Must meet all 2022 Toyota GR86 Cup rules.*

T4

1. #34112 (Mav Singh) 05-06 Mini Wheel Weight
In T4 Spec Lines, Mini Cooper S (02-04), change as follows:
Wheel Size: "~~16 x 7~~*17 x 8*"
Add to Notes: "*Wheels conforming to B-spec rules are permitted.*"

In T4 Spec Lines, Mini Cooper S (05-06), change as follows:
Wheel Size: "~~16 x 7~~*17 x 8*"
Add to Notes: "*Wheels conforming to B-spec rules are permitted.*"

In T4 Spec Lines, Mini Cooper S (07-13), change as follows:
Wheel Size: "17 x ~~7~~*8*"

2. #34153 (Cameron Conover) 06-09 VW Rabbit
In T4 Spec Lines, delete Volkswagen Rabbit 2.5 (06-07) in its entirety and change Volkswagen Rabbit 2.5 (08-09) as follows:
"Volkswagen Rabbit 2.5 (~~08~~*06*-09)"
Add to Notes: "*Integrated Engineering intake IEIMVB1-BK allowed with 25lb penalty.*"

3. #34217 (Michael Gordhamer) 96-01 Audi a4 2.8 Spring Rate
In T4 Spec Lines, Audi A4 V-6 (96-01) / Volkswagen Passat 2.8 V6 (96-05), change as follows:
Wheel Size: "~~16 x 7~~*17 x 8*"
Tire Size: "~~225~~*245*"
Notes: "~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential unless specified below.~~ *800lb springs allowed. Front and rear sway bars permitted 32mm max.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Richard Baldwin vs. SOM COA Ref. No. 23-07-SE
May 19, 2023

FACTS IN BRIEF

On Sunday, April 9, 2023, at the Hoosier Racing Tire SCCA Super Tour event held at Virginia International Raceway (VIR), Mac Harrison, driver of Spec Racer Ford 3 (SRF3) #30, protested Richard Baldwin, driver of SRF3 #2, alleging Mr. Baldwin contacted SRF3 #30 causing SRF3 #30 to leave the racing surface and lose several positions.

The Stewards of the Meeting (SOM), John Welles and Charles Dobbs, Jr. (Chairman) met, reviewed the available in-car video, heard witnesses, and determined Mr. Baldwin was responsible for the contact with SRF3 #30 in violation of General Competition Rules (GCR) 6.11.1. The SOM imposed a penalty of loss of 2 positions in class and assessed 2 points on Mr. Baldwin's competition license.

Mr. Baldwin appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, Laurie Sheppard, and James Foyle (Chairman), met on May 4, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Baldwin, submitted April 17, 2023.
2. Notification of Appeal, received April 27, 2023.
3. Official Observers Report and related documents, received April 27, 2023.
4. Video from car of Mr. Harrison, received April 27, 2023.
5. Video from car of Mr. Baldwin, received April 27, 2023.

FINDINGS

Mr. Baldwin alleges in his appeal that he completed his pass prior to going into the turn 11-12 complex and Mr. Harrison should have slowed and not attempted a repass. Mr. Baldwin cited Appendix P as a basis for his appeal. He further states his car was clearly well in front of SRF3 #30.

The COA reviewed all documents and available videos, including in-car video from Mr. Baldwin's SRF3 #2 (new evidence) and Mr. Harrison's SRF3 #30, which was

considered by the SOM. Review of the videos shows SRF3 #2 making an aggressive move to the inside of SRF3 #30 at the entrance to Turn 11. Midway through the turn, SRF3 #2 moved left to set up for Turn 12 (Oak Tree) but SRF3 #30 was still partially alongside. The left rear of SRF3 #2 impacted SRF3 #30 nudging SRF3 #30 off course. The videos demonstrate that although Mr. Baldwin had gained an advantage on Mr. Harrison entering Turn 11, SRF3 #2 was not fully past SRF3 #30's nose when SRF3 #2 attempted to secure the racing line. GCR 6.11.1.D. states, "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely." The overtaken driver must not impede or block the overtaking car but is not required to fall back, as long as he or she provides racing room.

The COA finds SRF3 #2 did not fully complete the pass of SRF3 #30 as alleged. By attempting to return to the racing line, Mr. Baldwin deprived Mr. Harrison of adequate racing room to stay on the track exiting the turn. The COA finds no new evidence sufficient to overturn the SOM decision.

DECISION
The Court of Appeals 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 | June 6, 2023

The Club Racing Board met by teleconference on June 6, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #33554 (Michael Ogren) T5 Rules to Include Stock Differential and Gears Please

Thank you for your letter. B-Spec and C-Spec are spec classes. The stock approved gearsets and differentials for each car are to be listed on the spec lines. It is against class philosophy to make changes to these numbers.

2. #34214 (Robert Long) BOP Adjustments

Thank you for using the SCCA letter log system, it greatly helps the CRB keep track of the letters received.

In regard to the recent BoP changes that were made to the cars in B-Spec, please be aware that they were the result of considerable thought and research. Some competitors are concerned that the change to the Mini Cooper is too significant. Prior adjustments to this car in particular did not result in the desired change; their performance along with all other B-Spec cars will be carefully monitored and the BoP addressed accordingly as the season progresses.

A few competitors have raised concern about the Mini Cooper not being “safe” because of the increased minimum weight and/or the ballast that may be necessary to achieve the minimum. According to our calculations this car remains within the DOT recommended maximum weight for a Mini Cooper. For reference purposes GCR 9.1.10.E.17 gives an excellent recommendation for attaching ballast if necessary. It is further noteworthy that within SCCA there are many cars that safely carry and compete with this type of ballast. For example, in T3 the Nissan 350Z carries an average of 190 lbs. of ballast and the Mazda RX8 routinely carries 100 lbs. or more in T4. Be reminded however that as per GCR 5.9.2.B. **the participant bears the ultimate responsibility at all times to ensure the safety of his vehicle and equipment**. If, for any reason, you, your driver, or crew, believe that your car is not safe then it should **never be on track**. Participation in SCCA events is voluntary; you should not feel compelled to participate if any doubt exists as to the safety and wellbeing of you, your driver, or crew.

Please remember if you are submitting a letter to the system which cites a problem or change that is needed to include your idea(s) for resolution and the data that may have been used in your assessment.

Thanks again for the letter and great luck and fun with the balance of your 2023 race season.
B-Spec Committee
SCCA CRB team

General

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1. #34193 (Rich Grunenwald) Strategic View of Club Racing
Thank you for your letter, which we might add is quite timely. The CRB held a two-day meeting in mid-March to discuss the future of SCCA's Road Racing Program. Our discussion touched on most of the same issues that were raised in your letter and that of Jason LaManna. The CRB will be working with our members, Advisory Committees, SCCA Staff, and the Board of Directors in formulating a plan that will move our program forward.

2. #34285 (Steven Pounds) Resource Issue
Thank you for your letter. Your observation is duly noted. The addition of C-Spec did add a considerable amount of work to the BSAC agenda, however, that committee is best suited to oversee this project and agreed to shoulder the burden. The CRB is working with the BSAC to make this as painless as possible.

3. #34304 (Jim Murphy) Find Weights of Entries at the Races
Thank you for your letter. It is not part of the post event posting requirements. Information is not digitized and maintained.

4. #34314 (Chris Schaafsma) SMX Does Not Belong at the Runoffs
Thank you for your letter. The Spec MX-5 Challenge has served to develop the SMX concept—a next-generation Spec Miata-style class for newer cars—since its introduction in 2019. The Challenge has participated in multiple Regional and Conference Majors weekends, and even a couple of Super Tours over the last several seasons to comprise its schedule. Several things were taken into consideration when the request was made to include the final races of the SMX-5 Challenge season into the Runoffs event.

1. There was some time on the race weekend schedule. Barring something well out of the norm, race days can comfortably run nine race groups per day. Each of our 25 National Championship Runoffs classes has its own race in the schedule, meaning there was some additional time available on race days.

2. We have positioned SMX in the schedule to where it would have as minimal effect on the National Championship classes as possible. SMX will only have one qualifying session and it is the last session of the day on Thursday, giving a small buffer between the last Runoffs qualifying session, pole awards and the all-participant party. The second SMX race is also last on the day on Sunday, taking a time slot that is typically not revered. SMX will handle its own technical inspection, so it should not put any additional stress on that process.

3. Last year, we had a number of classes fail to put even 10 cars on track at the Runoffs. While not a National Championship class, SMX's finale projects 25-30 cars. This provides our workers, participants and spectators with an opportunity to see some great racing.

4. As everyone knows, the cost of doing business has increased dramatically in the last couple of years. Conducting the Runoffs at VIR is no different. Bringing in SMX as an exhibition/supplemental class to our National Championship classes helps SCCA cover the rising costs, which have increased by 25 percent since our first visit to VIR in 2019.

5. #34316 (Rich Grunenwald) Runoffs and SMX
Thank you for your letter. Please see letter # 34314 in current Fastrack.

6. #34317 (Scott Mackela) Please Explain How SMX Ended up Having TWO Races at the Runoffs
Thank you for your letter. Please see letter # 34314 in current Fastrack.

7. #34318 (Curt Faigle) SMX at Runoffs
Thank you for your letter. Please see letter # 34314 in current Fastrack.

8. #34319 (William Trainer) SMX at the Runoffs
Thank you for your letter. Please see letter # 34314 in current Fastrack.

GT2
1. #33795 (Paul Easy) Nissan 370Z - request for classification
Thank you for your letter. The letter writer has not responded to the committee's previous requests for information.

Not Recommended
B-Spec
1. #33987 (Sam Fisher) Request to Add 95-98 B14 Nissan 200SX SE-R to T5
Thank you for your letter. Request is not consistent with class philosophy/limited slip.

2. #34324 (Kevin Stuckey) Getting Down to Minimum Weight
Thank you for your letter. Replacing glass with lexan does not fit the class philosophy.

GT2
1. #34034 (Jonathan Start) Weight Adjustment 2010 Viper ACR X ST Rules
Thank you for your letter. The CRB will continue to monitor the GT2-ST class as well as available SCCA collected data.

STU
1. #34313 (Skylar McKnight) Wheel Width
Thank you for your letter. We have found that 8" wheels are available for your car. Allowing 8.5" wheels would have a negative impact on other competitors in this class.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.
SR General
1. #34334 (Club Racing Board) PE Category Rules
In Sports Racing Category, GCR section 9.1.8, add the following rule set for Prototype Electric (PE) as section 9.1.8.H:

Prototype Electric (PE) is a sports racing class that will be inclusive of converted existing race cars and new purpose designed cars that have been built using Electric Vehicle power technology and fit within these rules. Homologation may be required. Refer to section
9.2.2. for details. Some technologies are prohibited due to cost, safety, availability, and complexity. As these prohibited technologies individual status changes, they may be approved to aid in keeping the class current and attractive.

All vehicles must meet the requirements of the Supplemental Common Rules for Electric Vehicles (SCREV) as well as the details listed in this section.

It is not the intent of these rules to freeze the class in time but rather to encourage orderly and progressive

change to keep the class current.

A. DATA COLLECTION

All PE Sports Racing Cars must have the AIM part #X47KPF-SOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings, and/or wing end plates and where possible should be in the cockpit. 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 placement of data boxes on cars on pre-grid by SCCA assigned personnel and the collection of the box when the car exits the racetrack. Contact AIM and their distributors for direct purchase.
Data collection may be utilized to verify the Peak Power rating of the motor(s).

B. PE RULES RESTRICTIONS

The following technology/materials have been restricted due to the current economic viability, if these technologies should become mainstream and cost effective, then these rules should be updated to remove the restriction.

1. Alternate brake rotor materials (i.e., nonferrous).
2. Monoblock brake calipers.
3. Metal matrix calipers.
4. Carbon Fiber Springs.
5. Front and rear motors (AWD), or In-Wheel motors, with torque vectoring.

C. SAFETY EQUIPMENT

Shall comply with GCR Section in addition:

1. Exposed glass headlight lenses and bulbs on the front of the car are prohibited.
2. Brake lights are not required.

D. CHASSIS

Must meet all requirements of GCR section 9, Cars and Equipment, except as permitted in the P2 rules.

1. Allow for any form of chassis construction; tube frame and aluminum or steel monocoque chassis construction allowed, chassis fully composed of composite structural materials permitted.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars.

E. BODYWORK

Bodywork shall provide comfort and safety for a driver and passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements. It is the intent of these rules to control the use of “ground effects” to achieve aerodynamic downforce on the vehicle.

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.

    a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.
    b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering a duct must pass through heat exchangers or be used to cool motors, batteries, brakes and must not be used to generate aerodynamic downforce or any other purpose.
    c. Ducts allowing air into the motor compartment are allowed, may be forward facing, and must not be used to generate aerodynamic downforce or any other purpose.

2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with the car in normal racing trim, driver aboard. The motor cooling intake shall not provide an aerodynamic downforce. Fairing of the safety roll bar is permitted.

3. Width: The maximum width as viewed from above shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least 63 inches wide measured between planes parallel to a line tangent to the outer most face of the front and rear wheels or tires whichever is greater, unless otherwise specified.

4. Length: The maximum overall length shall be 485.3 cm (191 inches).

5. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.

6. The outermost surface of side pods between the front and rear wheel openings must have a minimum height equal to the height of front axle centerline.

7. Cockpit:

    a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
    b. The cockpit opening shall comply with the following minimum dimensions for both single and two seat sports racers: Cockpit length: 60cm (23.662 inches) cockpit width 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and padding, as well as lateral support and/or intrusion bars are not considered part of the dimensions above.
    c. Seats shall be firmly attached in the car but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car.

8. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
9. Windscreens are optional.

F. AERODYNAMICS:

It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce

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on the vehicle. For this purpose, the “Control Area” is defined as the lower surfaces of the body and chassis that are licked by the airstream. This “Control Area” is located within the plan view rectangular area defined by the rear edge of the front tires and the front edge of the rear tires and the entire width car’s lower surface facing the ground.

The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the "Control Area" (as defined above) shall be more than 25.4mm above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 12.7mm, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of eight (8) rub blocks of maximum dimension 75mm width by 125mm length are allowed anywhere on the lower surface of the chassis and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the "Control Area". Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.

1. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.
2. A rear wing 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 13 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.

   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.

3. Wings may be end plate mounted or post mounted.
4. End plates size is unrestricted except that they must be flat with 25.4mm (1 inch)
5. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

G. WHEELS AND TIRES

Wheels shall have a minimum diameter of 10 inches. Left and right front tires will be the same size; left and right rear tires will be the same size.

H. BRAKES

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1. Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.
2. Brake calipers may be ferrous or aluminum alloy. A maximum of 4 pistons per caliper. Brake rotors must be ferrous materials, no other materials allowed.
3. Anti-lock braking systems are prohibited.
4. Regenerative braking may be utilized.

I. SUSPENSION

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier and chain carrier material shall be steel, or aluminum alloy or magnesium. Titanium is prohibited.

1. Shock component parts of aluminum are permitted.
2. Springs: Ferrous material only.
3. Steering unrestricted.
4. Anti-roll bar linkages unrestricted.

J. TRANSMISSIONS

1. Cars may use any manual, automatic or CVT gearbox up to 6 speeds. Direct drive of the wheels without an intervening gearbox is permitted.
2. Cars utilizing OEM drive units may separate the motor from the transmission. A separate transmission, or chain drive system with mechanical differential, may be used.
3. Internal gears in OEM drive units may be replaced with gears of a different ratio.
4. Cars must be able to be driven in reverse. Reverse may be accomplished through use of a reverse gear in the gearbox or through motor controller settings
5. Shift operation: all gear or motor controller changes must be initiated and completed by the driver
6. Differentials are permitted and are unrestricted with the following exceptions: Electronically adjustable differentials are not allowed, and manual adjustments are not allowed while the car is in motion
7. Utilizing computer control to activate individual brakes to provide a differential action, or torque vectoring, is prohibited
8. Power shall not be applied to more than 2 wheels.

K. BATTERIES

1. As specified in the SCREV, the RESS/Battery Pack(s) must reside within the vehicle roll structure. The vehicle side pod area may be utilized for battery pack mounting if a protective tube structure attached to the main chassis is added. The structure must protect the battery packs against damage caused by side impact and vehicle roll-over. The structure should be braced/triangulated to the main chassis. NASCAR style side impact bars, or one bar intersecting another to form an X is permitted. Tubing diameter is as required in the primary roll structure according to the vehicle weight.
2. RESS/Battery Pack mounting and cover requirements are as outlined in section 4 of the SCREV.
3. Battery construction details, Battery Management System, and Isolation Monitoring requirements are as outlined in Section 4 of the SCREV.
4. Maximum battery pack voltage is 420V. Maximum pack voltage is defined as the number of cells/modules in series x Manufacturer's maximum cell voltage.
5. Vehicles must utilize the same battery pack for Qualifying and Race. It is prohibited to swap battery packs with different capacities/weights during a race weekend.
6. Battery capacity is free.

L. MOTORS

1. Motors/Inverters may be utilized from:

   a. Production based Electric Motorcycles
   b. Production based Electric Vehicles
   c. Aftermarket sources provided they are commercially available, and specifications and retail pricing are available online.

2. Motors and inverters must not be modified in any way except as noted below.

   a. Production based inverter controller firmware may be updated/backdated with any OEM offering as long as it is not modified. CAN based supervisory controllers are permitted but shall not alter the torque/power curve.
   b. Production based motors must utilize the stock inverter.
   c. Internal dimensions and materials of the motors shall be stock.
   d. Bolt-on covers and mounts external to the motors may be modified or replaced. Mounting for a support bearing and drive flanges may be added if separating an OEM motor from its transmission.
   e. Cooling systems are free.
   f. Internal motor machining of any kind is not allowed, i.e., machining of the armatures and other internal components is not allowed.
   g. Motors rebuilds such as new bearing or other internal component must meet specifications in the factory service manual; no geometry changes are permitted
   h. A maximum of two motors may be utilized. Motors may be mechanically stacked together as long as the total peak power does not

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exceed the allowable power specified in the PE Motor/Vehicle Weight table.

i. Dual motors independently driving two wheels is not permitted.

j. Traction control is not allowed.

k. Motors may drive either the front or rear wheels, but not both.

l. Hybrid operation is not permitted. No combustion motors may be utilized for any purpose.

m. Peak power ratings for OEM Production motors will come from manufacturer's published data. Peak power ratings for aftermarket motors will come from Manufacturer's published data sheets, or the Manufacturer's published torque/power curves for the given Battery Pack voltage.

3. TECHNICAL DOCUMENTATION

The competitor must have available for inspection a complete documentation package that has as a minimum the following:

a. Motor peak power documentation
b. Motor data sheets (if aftermarket)
c. Complete vehicle wiring diagram (high and low voltage)
d. Battery cell/module data sheets (if non-OEM Battery Pack)
e. Photographs of RESS/Battery Pack with all covers off showing construction details (if non-OEM Battery Pack).
f. Battery Management System manual and data sheet
g. Isolation Monitoring System (if different that Battery Management System) manual and data sheet
h. Main contactor data sheet
i. Main fuse data sheet
j. HV cabling data sheet
k. Onboard, or offboard, charger documentation (if AC charger is used).
l. Emergency Services Guide that shows as a minimum: The location of all HV components and wiring, Service Disconnects, Tractive System kill switches, Any "no-cut", "no-jack" zones for the vehicle.

M. PE MOTOR/WEIGHT TABLE

Spec Line	Motor Series	Total Power (kW)	Minimum Vehicle Weight (lbs.)	Notes
A.1	Production Motorcycle Motors	165	1300	Dual Zero Motorcycle Cypher III Motors mechanically coupled together or similar
A.2	Production EV Drive Unit	220	1500	2017 – Present Tesla Model 3 drive unit rated at 208kW or similar
A.3	Aftermarket, Commercially available	220	1600	Cascadia Motion iM-225 (HVH250 with CM200DX Inverter) or similar

Taken Care Of

C-Spec

1. #33864 (Matt Wolfe) Consider LSDs in future with part numbers
Thank you for your letter. Please see the response for letter #33554 in current Fastrack.

FX

1. #33914 (John Mirro) Request to Compete to Earn 2023 Runoffs Invitation
Thank you for your letter. Please see the responses to letters #34179 and #34329 in the June 2023 Fastrack Technical Bulletin.

GTA

1. #34182 (Christopher DeShong) Letter #33761 Addendum

Thank you for your letter. Please see letter # 33761 in current Fastrack.

T1
1. #33682 (Andrew Aquilante) Errors and Missing cars from T1 Rules Re-write.
Thank you for your letter. Issues in your original address have been corrected in the current GCR or in the current Fastrack.

The Camaro GT4 would fit in GT4 nicely. If someone requests it with the intention to race it, we'll class it immediately.

2. #34309 (Scotty B White) T1 BOP Made Easy
Thank you for your letter. Please see letter # 34268 in current Fastrack.

3. #34310 (Scotty B White) T1 BOP Made Easy **CORRECTION** (letter 34309)
Thank you for your letter. Please see letter # 34268 in current Fastrack.

What Do You Think
None.

RESUMES
None.

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DATE: June 20, 2023
NUMBER: TB 23-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2023. 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. #34331 (Jose Fabian) Hyundai Accent Restrictor Plate
In B-Spec Spec Lines, Hyundai Accent GS Hatchback (13-19), change Notes as follows:
"~~39~~*41*mm"

2. #34332 (Jose Fabian) Hyundai Accent 2012 Model
In B-Spec Spec Lines, Hyundai Accent GS Hatchback (13-19), change model as follows:
"Hyundai Accent GS Hatchback (~~13~~*12* -19)"

C-Spec
1. #34328 (Frank Schwartz) Move Cars to Other Classes
In C-Spec Spec Lines, remove the following Spec Lines in their entirety:
"Acura Integra LS (95-01)"
"Acura RSX (02-06)"
"Chevrolet Cobalt (05-10)"
"Chevrolet Cruz"
"Chrysler Neon ACR (95-99) SOHC"
"Chrysler Neon ACR (95-99) DOHC"
"Chrysler Neon ACR (00-02)"
"Ford Focus ZX-3 (00-03)"
"Ford Focus ZX4 ST (05-06)"
"Honda Civic EX (96-00)"
"Honda Civic (01-05)"
"Honda Civic (06-10)"
"Mazda3 s (04-09) 2000 Bore"
"Mazda3 s (04-09) 2260 Bore"
"Toyota Corolla XRS (2005)"
"VW Golf/Jetta/Rabbit (03-05)"
"VW Golf/Jetta/Rabbit (06-07)"

Electric Vehicle
None.

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Formula/Sports Racing

FC

1. #34274 (SCCA Staff) Review FC Runoffs Tire Marking Rule
In FC, GCR section 9.1.1.B.10.h, change as follows:
"FC ~~shall be~~*is* permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major, and Super Tour events; eight (8) dry tires and eight (8) wet tires are permitted for the Runoffs. This rule ~~shall be~~*is* effective beginning with the first (1st) qualifying session of the event. Marked tires are not required for testing or practice. It is the competitor's responsibility to ensure that the tires are declared, marked, and logged by Tech in advance of the tire(s) being used in a qualifying session or race. *Failure to participate on marked tires will result in a penalty.*

~~1. Use of an undeclared tire shall automatically result in all times being disallowed in that session or finishing position in that race.~~

~~2.~~ If a tire is damaged during a qualifying session or a race*,* the competitor may replace the damaged tire with a used tire upon approval by the Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the Chief Steward, ~~however~~*but* such ~~shall~~*will* result in the loss of grid position in the subsequent race or session; the competitor ~~shall~~*will* start at the back of the grid. *Replacement of a damaged tire with a new tire upon approval by the Chief Steward will result in loss of grid position in the subsequent race or session.*"

P1

1. #34354 (Jeff Shafer) SIR Testing
In P1, GCR section 9.1.8.B.J, add a new section and re-letter the following sections accordingly:
"*3. The SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is modified as follows: If the vehicle stalls within 3 seconds, the vehicle is deemed compliant with the stall test.*"

2. #34369 (Club Racing Board) E&O Single Inlet Restrictor abbreviation, etc.
In P1, GCR section 9.1.8.B.J.2, change as follows:
"Where ~~a carburetor or fuel injection restriction is specified,~~ a flat plate *intake* restrictor, *restricted* venturi, or *Single Inlet Restrictor (*SIR*)* is required ~~through which~~*,* all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, ~~shall~~*must* pass *through the restrictor.*"

3. #34410 (Club Racing Board) E&O Clean up ducted air provision
In P1, GCR section 9.1.8.B.D.2, change as follows:
"All ducted air that exits through the top of the bodywork behind the rear of the front tires *must pass through a heat exchanger.*~~, excluding~~ *This requirement does not apply to* the cockpit opening, fender louvers, or slots, louvers, grills*,* and similar devices ~~for allowing~~*intended to allow* heat to escape the engine bay~~, shall pass through a heat exchanger~~."

GCR

1. #34239 (Gary D'Abate) Windshields
In WINDOWS, GCR section 9.3.53, change as follows:
"Windows ~~shall~~*must* be clear or uncolored, except in Production, Super Touring*,* and Touring if no factory or aftermarket clear windows are available. Officials may require the replacement of ~~windshields~~*windows* that are considered a safety hazard. Factory (OEM Manufacturer) and FIA GT3/GT4~~,~~ race-prepared cars with fixed Lexan front door windows may race with windows as delivered and noted on the Spec Line. All other closed cars ~~shall~~*must* run with both front door windows fully open."

In WINDSHIELDS/WINDSHIELD CLIPS/REAR WINDOW STRAPS, GCR section 9.3.55, add the following:

"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, T2, T3, and T4. Alternate windshields must be of 6mm minimum thickness. *Officials may require the replacement of any windshield that is considered a safety hazard.*"

2. #34451 (Club Racing Board) ENO Silent to Technical Glossary
In GCR, APPENDIX F. TECHNICAL GLOSSARY, Silent, change as follows:
"Silent – Electronics term used exclusively in reference to the prohibition of data transfer between a car's OEM *and/*or aftermarket electronic components."

General
None.

Grand Touring
GT2
1. #34206 (Ian Barberi) appendix letter #33635
In GT2-ST Spec Lines, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, change notes as follows:
"The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. Flossman body kit permitted as found at http://www.racingpartsbmw.de/start/eng/start.htm. Trans Am SGT spec: Regular shifter 3000 lbs., paddle shifter plus 150 lbs. 95mm S54 crankshaft @ +150lbs. Lang Racing part# S54-95mm-StrokerCrk.

S54 engine is permitted a 97mm stroke crankshaft (part #VAC-SC-S54) @2800lbs."

2. #34342 (Jorge A Nazario) Remove Weight and Restrictor Penalty for Corvette C7 Body
In GT2/ST, Chevrolet Corvette (2014-2019) change as follows:
Restrictor: "7~~3~~*7*mm flat plate"

GTA
1. #33761 (Christopher DeShong) GTA LS Specific Updates & GCR Corrections
In GTA Category Specifications, GCR Section 9.1.2.G., Appendix D, change as follows:
"1. Must meet all requirements listed in Appendix A.

2. An ECU re-flash to raise the maximum RPM limit to 6800 is allowed.

~~2~~*3.* The base LS-1 heads may be replaced with unmodified cylinder heads, part #243 or 799.

4. New intake valves, Manley #11360H, and exhaust valves, Manley #11361, may be installed to 243 and 799 heads to matchLS-6 specific 243 hollow intake & sodium exhaust valves.

5. New valve springs, isky #165A or GM part #12586484, should be installed to handle the higher RPM limit.

6. New ARP rod bolts, part #134-6006, should be installed to handle the higher RPM limit.

7. Howard's Camshaft, PN #197715-10, may be used to unavailability of GM #12480110. 1.7:1 rockers must still be used.

~~3. An ECU re-flash to raise the maximum RPM limit to 6800 is allowed.~~

~~3.~~ *8.* Optional upgraded intake systems:
Option 1: Any 90mm throttle body may be installed. ~~One example is GM part #12589181. A stock, unmodified LS-2 intake manifold to fit the larger throttle body must be installed.~~ *A stock, unmodified LS-2 intake manifold, Gm part #12589181, must be utilized.*

Option 2: An LS-6 intake manifold (part #12573572 or #88894339) may be installed, but the stock 75mm throttle body must remain in place.

Option 3: The fuel injection system may be completely removed and replace with a Holley 650 carburetor as specified in Appendix B, item 16. This conversion also requires GM intake manifold part #88958675 and an MSD 6010, *or MSD 6014CT,* timing module*s.*

~~4~~ 9. The ASA-spec filter box and air meter ducting (bellows) may be replaced by aftermarket parts, but the stock Mass Airflow (MAF) sensor must remain in place.

~~5. New valve springs, Isky # 165A or GM part #12486484, should be installed to handle the higher RPM limit.~~

~~6. New ARP rod bolt, part #134-6006, should be installed to handle the higher RPM limit.~~

~~7~~ *10.* Competitors may upgrade their own ASA LS-1 engines, but ONLY the items listed in Appendix D, numbers 2 through ~~6~~ *9* may be modified. NO other modifications are allowed.

~~8~~ *11.* All LS-1 engines, ~~Whether sealed or not,~~ are subject to the same teardown policies as covered by the GCR."

In GTA Category Specifications, 9.1.2.G. GTA CATEGORY SPECIFICATIONS (REGIONAL ONLY), change as follows:
"9.1.2.G. GTA CATEGORY SPECIFICATIONS (REGIONAL ONLY *and are not eligible to compete in SCCA Hoosier Super Tour events or the SCCA Runoffs*)"

GTX

1. #34043 (Alex Kirby) Request Ligier LMP3 Classification
In GTX Spec Lines, classify Ligier LMP3 as follows:

GTX - MISC					
Make	**Model**	**Engine**	**Restrictor (mm)**	**Weight (lbs)**	**Notes**
Ligier	*LMP3*	*3.7L*	*NA*	*2203*	

2. #34173 (Bob Monette) Ligier JSP4 Request
In GTX Spec Lines, classify Ligier JSP4 as follows:

GTX - MISC					
Make	**Model**	**Engine**	**Restrictor (mm)**	**Weight (lbs)**	**Notes**
Ligier	*JSP4*	*5.0L*	*NA*	*2225*	

Improved Touring
None.

Legends Car
None.

Production
FP
1. #34286 (David Snow) ITC to FP?
In HP Spec Lines, Volkswagen Rabbit Cabriolet 1780, delete in its entirely:

In HP, Spec Lines, Volkswagen Rabbit, change Title as follows:
"Volkswagen Rabbit 1588 ~~(includes Cabriolet / convertible)~~"
"Volkswagen Rabbit 1715 ~~(81-84) (excl. conv.)~~"
"Volkswagen Rabbit ~~GTI~~ 1780 ~~(83-84)~~"

Prod General

1. #34419 (Production Committee) Correct Intake Valve Size on 1500cc Midget/Spitfire

In FP Spec Lines, Austin-Healey Sprite Mk. I, II,III, IV MG Midget Mk I,II, III, IV & 1500, change Intake Valve Size as follows:
"(I) 36.6~~5.3~~/(1.44)"

In FP Spec Lines, Triumph Spitfire Mk. IV & 1500, change Intake Valve Size as follows:
"(I) 36.6~~5.5~~/(1.44~~0~~)"

In HP Spec Lines, Triumph Spitfire 1500, change Intake Valve Size as follows:
"(I) 36.6~~5.5~~/(1.44~~0~~)"

In HP Spec Lines, Triumph Spitfire Mk. III & IV 1500, change Intake Valve Size as follows:
"(I) 36.6~~5.5~~/(1.44~~0~~)"

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #34449 (Club Racing Board) 2022 Toyota GR Cup for STU

In STU Spec Lines, Toyota GR Cup (2022-), classify as follows:

STU	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Toyota GR Cup (2022-)	*94 x 86 2387*	*2575*	*18 x 8*	*Spec Series Continental 245/620R18 Slicks*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*4.10*	*332x32 F 280x32 R*	*2700*	*Must meet all Toyota GR Cup rules.*

In STU Spec Lines, Toyota GR86 Cup (2022-), classify as follows:

STU	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
*Toyota GR**86** Cup (2022-)*	*94 x 86 2387*	*2575*	*18 x 8*	*Spec Series Continental 245/620R18 Slicks*	*5.09, 2.99, 2.04, 1.59, 1.29, 1.00*	*4.10*	*332x32 F 280x32 R*	*2700*	*Must meet all 2022 Toyota GR86 Cup rules.*

Touring
T1
1. #33875 (Matt Spicuzzi) Gen 5 Camaro Engine
In T1-NEW Spec Lines, Chevrolet Camaro Gen 5 (10-15) Including SS, Z28, classify Spec Line Number 1131 and 1136 as follows:

T1 NEW	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Chevroet Camaro Gen 5 (10-15) Including SS, Z28	*1131*	*LS7- OEM-7008*	*3450*	*70mm - Flat Plate*	*May resleeve to stock parameters for engine repair or replacement.*	Any option of OEM Aero parts may be used as basis of aero measurements.
	1136	*LS7- 7008*	*3450*	*53mm - Flat Plate*	*May resleeve to stock parameters for engine repair or replacement.*	

2. #34071 (Andrew Aquilante) Inquiry to letter #33682
In T1 NEW Spec Lines, Chevrolet Camaro Gen 5 (10-15) Including SS, Z28, change Engine Notes as follows:
1130: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement.*"
1135: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*

In T1 NEW Spec Lines, Chevrolet Corvette C5 ('97-'04) – Includes: Z06, Coupe, Convertible, change Engine Notes as follows:
1132: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1134: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1136: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1138: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*

In T1 NEW Spec Lines, Chevrolet Corvette C6 (05-13) - Includes Z51, GrandSport, Z06, Z06 Carbon, change Engine Notes as follows:
1150: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1160: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1170: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1180: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*
1190: "~~May resleeve any LS block to LS3 bore/ stroke for Engine replacement.~~*May resleeve to stock parameters for engine repair or replacement."*

3. #34107 (Scotty B White) Viper Cleanup
In T1 NEW Spec Lines, Dodge Viper ACR/ACR-X Spec Line 1360, change Required Restrictor as follows:
"~~50mm~~*60mm* flat plate"

4. #34268 (Scotty B White) Viper 8300 OEM FPR Size
In T1 NEW Spec Lines, Dodge Viper ACR/ACR-X Spec Line 1370, change Required Restrictor as follows:
"(2) ~~47mm~~*55mm* flat plates"

In T1 NEW Spec Lines, Dodge Viper ACR/ACR-X Spec Line 1390, change Required Restrictor as follows:
"(2) ~~60mm~~*55mm* flat plate*s*"

5. #34450 (Club Racing Board) Ford Mustang S197 (05-14) Clarification
In T1-NEW Spec lines, Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S, change Notes as follows:
"OEM 8.8 Differential *Housing*"

T2
1. #34297 (Zach Hayward) 370Z Obsolete Parts & NISMO Alternatives to SPL Parts
In T2 Spec Lines, 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.~~ *Sway Bars allowed 35mm (f). 29mm (r).* 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. *Performance Alternative* 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 *or Nismo 551A0-RLLRZ*, ~~SPL rear toe arms #SPL RTA Z34~~, SPL rear traction arms #SPL RTR Z34 *or Nismo 55110-RTRRZ*, SPL front camber arms #SPL FUA Z34 *or 54525-FUAZ4*, SPL rear mid link #SPL RML Z34 *or Nismo 551B0-RMLZ4.* 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.

T3
1. #34003 (Nicolas Hammann) 2016+ Camaro 1LE - Max Wheel Diameter
In T3 Spec Lines, Chevrolet Camaro V6 1LE (2016-), change Max. Wheel Size as follows:
"~~18 x 10~~*20 x 10*"

In T3 Spec Lines, Chevrolet Camaro LT-I4 Turbo 1LE (2016-), change Max. Wheel Size as follows:
"~~18 x 10~~*20 x 10*"

2. #34448 (Club Racing Board) 2022 Toyota GR Cup for T3
In T3 Spec Lines, remove Toyota 2022-up GR Cup in its entirety.
In T3 Spec Lines, remove Toyota 2022-up GR86 Cup in its entirety.

T4

1. #34336 (Aaron Fitzsimmons) 2002-2006 Mini Cooper S R53 Spec Line Request
In T4 Spec Lines, Mini Cooper S (02-04), change Weight as follows:
"~~2750~~*2700*"

In T4 Spec Lines, Mini Cooper S (05-06), change Weight as follows:
"~~2750~~*2700*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Tim Schreyer vs. SOM COA Ref. No. 23-08-CN
May 31, 2023

FACTS IN BRIEF

On Sunday, April 29, 2023, at the Mark Amenda Memorial Majors event held at Blackhawk Farms Raceway, Tim Schreyer, driver of E-Production (EP) #38, protested Jon Brakke, driver of EP #89, alleging Mr. Brakke changed direction and contacted EP #38 causing EP #38 to leave the racing surface and impact the tire wall.

The Stewards of the Meeting (SOM), Fred Cummings, Mike Smith, and Karen Crider (Chairman) met, reviewed the available videos, heard witnesses, and determined Mr. Schreyer was responsible for the contact with EP #89 at the exit of Turn 1. The SOM imposed no penalty.

Mr. Schreyer appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), James Foyle, Laurie Sheppard, and Costa Dunias (Chairman), met on May 25, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Schreyer, submitted May 8, 2023.
2. Notification of Appeal, received May 18, 2023.
3. Official Observers Report and related documents, received May 18, 2023.
4. Video from car of Mr. Schreyer, received May 18, 2023.
5. Videos from Chris Schaafsma, Steve Sargis, Tom Ochal, received May 18, 2023.
6. Sequential Timeline analysis from in-car video of Mr. Schreyer, received May 18, 2023.

FINDINGS

Mr. Schreyer claimed in his appeal that General Competition Rules (GCR) 6.11.1.C. and 6.11.1.D. were not properly administered per the guidance of Appendix P. Mr. Schreyer cited several sections of Appendix P. as a basis for his appeal, asserting his car was not provided racing room and Car #89 should have yielded room to pass as they were on a straightaway. He further stated Car #89 made two defensive moves to deprive him of that racing room.

The COA reviewed all available evidence, including in-car video and sequential timeline from Mr. Schreyer's #38, a spectator video from upstream of the incident, and videos from the cars immediately behind the incident. Review of the videos shows that Car #89 completed a pass on the left of Car #38 in Turn 1 (T-1) while maintaining the trajectory from that pass onto the following straight, which was a defensive line. The videos also show Car #38 was on the exit apron from T-1 just prior to contact with Car #89 as Car #89 made one slight defensive move while in the lead. Coming off the apron of T-1, Car #38 attempted a pass to the left of Car #89. Car #38's right front contacted Car #89's left rear behind the left tire and wheel. Car #38 went off track to the left, getting into the wet grass and contacting the tire wall. There was no overlap by Car #38 requiring Car #89 to provide racing room.

The COA finds EP #38 did not overlap EP #89 as alleged. The COA finds no new evidence sufficient to overturn the SOM decision.

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

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DATE: July 20, 2023
NUMBER: TB 23-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2023. 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. #32944 (Sam Daniels) Crate Motor Part Numbers
In AS, GCR Section 9.1.6.F.2., change as follows:
"GM Performance parts CT400 P/N-19370604 *or 19370604* engine assembly for GM produced vehicles."

2. #33007 (Michael Kamalian) Request wheel size change
In AS Spec Lines, Ford Mustang GT 5.0l (15-17) Restricted Preparation, change Notes as follows:
"Max. Wheel Size: Dia.~~18.0~~*19.0* inches."

3. #33352 (Clark Cambern) Alternative Upper Front Control Arms for Dodge Challenger
In AS SPEC Lines, Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder, change Notes as follows:
"~~SPC 66045~~ *Alternate* front upper control arms are permitted."

4. #33353 (Clark Cambern) Front Brake Caliper Adapters for Dodge Challenger
In AS SPEC Lines, Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder, change Notes as follows:
"Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) may be used with the brake rotor sizes listed in this specification line. *Alternate brackets may be used to facilitate updated/backdated components.*"

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
None.

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GCR

1. #34636 (Club Racing Board) Homologation
In Homologation Requirements, GCR section 9.2.2, change as follows:
"All Formula, Sports Racing, *and* P1 and P2 cars ~~shall~~must be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require *a* ~~h~~*H*omologation ~~c~~*C*ertificate~~s~~.

Cars ~~which do~~*that* comply with the design criteria set forth for roll hoops (GCR *section* 9.4.5) do not require a ~~h~~*H*omologation ~~c~~*C*ertificate. Cars ~~which~~*that* do not comply with the design criteria set forth for roll hoops (GCR *section* 9.4.5) may submit an application to the Road Racing Technical Manager as defined in GCR *section* 9.4.5.F. The Road Racing Technical Staff~~,~~ may deny any application for a configuration ~~which is~~*that does* not ~~compliant~~*comply* with the rules, ~~which~~*that* incorporates design characteristics or conditions that ~~are~~ fundamentally ~~divergent~~*diverge* from standard safety considerations*,* or *that* is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by the Road Racing ~~d~~*D*epartment ~~shall~~*will* be assessed for all such applications.

Cars ~~which~~*that* are excepted from the published design criteria~~,~~ ~~shall~~*must* at all times have available for examination a current logbook, a copy of the letter of exception from the Road Racing ~~d~~*D*ep*a*rtment*,* and supporting engineering documentation. Cars ~~which~~*that* have previously been issued a Homologation Certificate~~s~~ may satisfy this rule by presentation of said certificate or a copy *thereof*.

All cars are subject to inspection for compliance with the data ~~which~~*that* was submitted in support of ~~the~~*an* alternative roll structure.

The existence of a Homologation Certificate or letter of exception from the Road Racing ~~d~~*D*epartment is not conclusive evidence of rules compliance."

General

None.

Grand Touring

GT3

1. #34627 (Grand Touring Committee) Addendum to letter 33913, GT3 DOT tires.
In GCR section 9.1.2.F.7.c.10.b, add the following:
"*Any racing tire including DOT is allowed in GT3.* Cars using 15" American Racer 23.5-10.0-15, bias ply, non-belted tire may do so without the weight penalty."

GTA

1. #34323 (Butch Kummer) Update GTA Tire Rules

In GCR, Section 9.1.2.G.VII. Wheel and Tire Specifications, replace in its entire with the following:

"*A. Rims must be 15" diameter steel stock car rims of a one-piece construction specifically designed for racing. Wheel backspacing must be a minimum of 3.00 inches and a maximum of 7.00 inches. Maximum wheel width is 10 inches.*

B. Any tire may be used that fits the rim specified in VII.A.

C. All four tires on the car at any time must be the same manufacture and model number.

D. Tires must be equally available to all competitors (i.e.- tires must be available through retail channels).

E. The tire manufacturer and model must not appear on the following exclusion list, which may be altered at any time by CRB upon notification to the membership:

- No tires are currently listed as excluded.

F. Soaking or chemical treating of the tires is prohibited."

Improved Touring

None.

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #34374 (Joe Aquilante) C5 Approved Aero That Was Mistakenly Deleted

In T1 NEW Spec Lines, Chevrolet Corvette C5 ('97-'04) – Includes: Z06, Coupe, Convertible, Spec Lines 1132-1138, add to Notes as follows:

"Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs. *The following parts are permitted, with a 50lb decrease from base weight, in lieu of the aero options permitted in 9.1.9.1.B: (C7Carbon Rear- Spoiler CCC5 EX- RSB-GB, Vented Front Splitter CCC5-FS-GB, Side Skirts CCC5 SS-GB.)*"

2. #34421 (Scotty B White) Why no Camaro?
In T1 GT4 Spec Lines, classify Chevrolet Camaro GT4-R as follows:

Touring 1 - GT4						
Make & Model	**Spec Line Number**	**Tire Size (max)**	**Min. Weight with driver (LBS)**	**Must Conform To**	**Performance Control**	**Chassis Notes**
Chevrolet Camaro GT4-R	*4035*	*315*	*3375*	*SRO GT4 2019 Rules*	*SRO Compliant 63mm Restrictor*	***NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)***

3. #34470 (Scotty B White) Request to Remove Expiration from T1 spec lines #1350 & #1370
In T1 NEW Spec Lines, Dodge Viper ACR / SRT RT-10, change Spec Line Number as follows:
"1350~~ *Spec line Expires 12/23**~~"

In T1 NEW Spec Lines, Dodge Viper ACR/ACR-X, change Spec Line Number as follows:
"1370~~ *Spec line Expires 12/23**~~"

4. #34475 (Touring Committee) Remove
In T1 GT4 Spec Lines, Maclaren 570S GT4, Spec Line Number 4050, remove Notes as follows:
"~~**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)****~~"

In T1 GT4 Spec Lines, Mercedes AMG GT4, Spec Line Number 4060, remove Notes as follows:
"~~**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)****~~"

T1 GT4 Spec Lines, Porsche 718 Cayman GT4 CS MR, Spec Line Number 4070, remove Notes as follows:
"~~**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)****~~"

5. #34578 (Touring Committee) Error in T1 GT4 numbering scheme-
In T1 GT4 Spec Lines, BMW M4, change Spec Line Number as follows:
"~~4050~~*4030*"

T2
1. #34456 (Brian LaCroix) Corvette LS2 Restrictor Plate Adjustment
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Notes as follows:
"LS2: ~~58mm~~*60mm* flat plate restrictor is required."

2. #34624 (John Heinricy) Blacking Cadillac Fuel Capacity
In T2 Spec Lines, Cadillac CT4-V Blackwing (2022-), add to Notes the following:
"Radium fuel surge tank permitted. Radium tank and all associated hoses must be located behind a fireproof bulkhead or in the engine compartment."

T2-T4

1. #34395 (Colin Koehler) Rules Clarification for Mazda RX8 Spec Line
In T3 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change notes as follows:
"~~Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive.~~ Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. Aftermarket flywheel and single disc clutch permitted with no weight penalty."

In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change notes as follows:
"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.~~ Mazdaspeed coil spring kit #QSEA-34-01Z allowed. 60mm flat plate restrictor required. OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB. Springs Allowed: (F) Mazda Motorsports- 0000- 04-9700-08 or Eibach- 0800.250.0700 (R) Mazda Motorsports- 0000-04-9400-07 or Eibach 0700.250.0400, and helper 0000-04-9926 allowed. Alternate sway bars allowed max 32mm (f) 19mm (r)."

2. #34437 (Chi Ho) rule book corrections
In T3 Spec Lines, BMW 320i (14-15), add to Notes the following:
"*Aftermarket intercooler permitted.*"

In T4 Spec Lines, BMW 320i (14-15), remove from Notes the following:
"~~Aftermarket intercooler permitted.~~"

3. #34615 (Joe Aquilante) Ride Height Correction for the T3 Solstice.
In T2 Spec Lines, Pontiac Solstice GXP Coupe / Convertible (07-09), add to Notes the following:
"Minimum ride height is 3 inches."

In T3 Spec Lines, Pontiac Solstice GXP Coupe / Convertible (07-09), add to Notes the following:
"Minimum ride height is 3 inches."

T3

1. #34413 (Allen Briere) 2012-2013 Golf R - added to T3

In T3 Spec Lines, Volkswagen Golf R (12-13), classify 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:
Volkswagen Golf R (12-13)	*82.5 x 92.8 1984*	*2574*	*18x9*	*255*	*DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92* *STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93*	*DSG: 4.10 / 3.14* *STD: 4.00, 3.09*	*(F) 340 (R) 310*	*DSG @ 3080 STD @ 3050*	*Front and Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 36mm required max 60mm from impeller. Any 4 piston Stoptech Alcon or Brembo brake kit (max 355mm x 32mm) incl. 2-piece rotors allowed (+50lb) ECS street shield 003425ECS01AKT allowed. Neuspeed intake and filter # 65.10.85 allowed or OEM Air Intake and filter -25 lbs. Verkline WAS-048 camber arms permitted. VW knuckles 3C0407253F (L) and 3C0407254F(R) permitted. Performance alternative intercooler allowed.*

2. #34471 (Patrick price) Allowing 255 Tire Width for Nissan 350z
In T3 Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Tire Size (max) as follows:
"~~245~~*255*"

In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change Tire Size (max) as follows:
"~~245~~*255*"

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | July 5, 2023

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

Member Advisory

None.

No Action Required

AS

1. #32650 (Mark Wheaton) Ford Full Prep Edelbrock Cylinder Heads Not Available

Thank you for your input to the ASAC. We value your insight and support of the class. We will be expanding engine options for the 2024 season. Changes will be made to reduce cost and complexity of powertrains and to address balance of performance among applications.

2. #32704 (Tom Brown) Transmission Ratios

Thank you for your input to the ASAC. We value your insight and support of the class. Changes will be made in 2024 to reduce cost and complexity of powertrains and to address balance of performance among applications. Transmission ratios are being considered in the new rules. Input you have provided will be considered in the available ratios.

3. #33062 (Ross Wegge) Headers: 604 Crate

Thank you for your input. The ASAC has been continued to discuss header diameter and will be addressing availability of hardware in the upcoming 2024 engine rule set. We appreciate the effort you have put into the Crate engine project and hope for your continued support.

4. #33306 (Tom Brown) Cylinder Heads

Thank you for your input to the ASAC. We value your insight and support of the class. We will be expanding engine options for the 2024 season. Changes will be made to reduce cost and complexity of powertrains and to address balance of performance among applications.

5. #33351 (Clark Cambern) Weight Reduction Allowances for Dodge Challenger

Thank you for your letter. Weight reductions not recommended in previous letter.

6. #33366 (Clark Cambern) Revised Weight Reduction Allowances for Dodge Challenger

Thank you for your letter. Weight reductions are not recommended in previous response. No action required at this time and we will continue to monitor vehicle performance.

7. #33401 (Michael Kamalian) Class the 2018-2020 Mustang & Comp Adj. for 15-17 & 18-20 models

Thank you for your input to the ASAC. In 2024 will be reviewing the 2018 and newer mustangs for inclusion in the AS field. The Balance of performance is constantly being reviewed by the ASAC. adjustments on the restrictor plate are being considered. Thank you for the information that you provided. Thank you for considering AS to participate in for your racing. We will be watching results and appreciate your input. One of the ASAC members will be reaching out to you for additional input.

8. #33583 (Scott Marcero) Lexan Windshield
Thank you for your letter. The American Sedan Adhoc committee as discussed Lexan windshields and does not feel it meets the intend of the class at the current time. We appreciate your continued support of the class.

9. #33598 (American Sedan Committee) Modify Brake System Rules for consistency between RP and FP cars
Thank you for your letter. This request will be in the 2024 rule change submission.

10. #33663 (Brandon Vivian) Allow Any Brakes That Fit Within the Specified Wheel Diameter.
Thanks for your participation on the ASAC. There has been much discussion over the years to establish the current brake rules for the class. We will continue to discuss options if it clearly demonstrates a reduction in the cost to build and maintain competitive cars in the class.

11. #33748 (Scott Marcero) Request Weight Reduction Ford Mustang GT 05-14 5.0L
Thank you for your Input. The ASAC is constantly review vehicle performance and the class parity. The 05-14 mustang has been discussed and this point the current weight is felt to be appropriate. Thank you for your continued participation in the class and we will consider any additional feedback you can provide in the future.

12. #33777 (Bill Harding) Pre 1979 cars
Thank you for the suggestion. The ASAC is considering older cars to participate. one of the ASAC representatives will be contacting you for information.

13. #33858 (Jason Smith) Add Edelbrock aluminum heads (60887 / 60379) to rulebook
Thank you for the input to the ASAC. We will be adding engine options for the 2024 season to allow for lower cost and competitive choices. Thank you again for the support of the class and participation.

14. #34205 (Bill Harding) Boss 302 in American Sedan
Thank you for your input. One of the ASAC representatives will be reaching out to you for further information.

GCR
1. #34364 (Dan Hodge) Driver Competition License
Dan, thank you for your letter. The CRB and Staff are appreciative of the concerns you have raised. The CRB and Staff will be investigating options to address this matter and will reach out directly.

T2-T4
1. #34131 (Brian Leib) Audi S4 (B8-8.5) Brake Disc Clarification
Thank you for your letter. The spec line specs are the basic allowances for the car. If there is an additional option in the notes, that option supersedes the specs in the spec line. In your case, the "Brembo brake kit part number 3K2.8032A" may be run in its entirety, including the 355 mm rotors.

Not Recommended
AS
1. #32839 (Clark Cambern) Alternative Min Weight and Fiberglass Doors for Dodge Challenger
Thank you for your input and participation in American Sedan. We constantly review performance and make adjustments accordingly. At this time we do not recommend the suggested adjustments. We will continue to discuss and review, again thank you for your participation and support of AS.

GCR

1. #34396 (Anthony Tudino) Coolant Rule Change
Thank you for your letter. This change is not recommended. The rule is adequate as written in allowing the use of anti-freeze.

GT3

1. #34425 (Philip Di Pippo) Request for reconsideration of prior classification
Thank you for your letter. The CRB would like to suggest that you request that this car be classified in GT2 rather than GT2-ST. The GT2 rules would allow modifications of the engine and chassis etc.

T2

1. #34623 (John Heinricy) Rebalance Blackwing Cadillac
Thank you for your letter. The TAC was apprehensive to class this car in T2 without any restriction on horsepower. During a meeting with GM engineers, we were reassured that the car could not be restricted with a TIR. We agreed to class the car in T2 under the condition that the suspension components remain completely stock. Given the car's notable straight-line advantage, we are not ready to improve its handling. If we could agree on some way to restrict horsepower, consistent with other front running T2 cars, we would be willing to consider some traditional T2 handling allowances.

T2-T4

1. #34598 (Steve Davis) T1-4 Parité
Thank you for your letter. We don't wish to place this burden on the membership. We also believe it would be too easy to provide false information. We use many factors, aside from horsepower to perform BOP adjustments.

T4

1. #34576 (Mike Ogren) T5 Considerations
Thank you for your letter. T5 and it's wording has been deleted from the GCR.

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. #34289 (SCCA Staff) Section 9 C-Spec addition
In GCR, Table of Contents, rename 9.1.10 as follows:
"9.1.10 B-SPEC *and C-SPEC* CATEGORY CLASSES
B-Spec (B-Spec)
C-Spec (C-Spec) Regional Class
9.1.10 continues in the B-SPEC *and C-Spec* Category Rule"

In GCR, Section 9.3.8., change as follows:
"Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, *C-Spec*, and Improved"

In GCR, Section 9.3.10., change as follows:
"Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, B-Spec, *C-Spec,* GT1-ST"

In GCR, Section 9.3.26., change as follows:
"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, *C-Spec,* Spec Miata,"

In GCR, Section 9.3.34., change as follows:
"All cars, except Touring, ~~and~~ B-Spec~~,~~ *and C-Spec,* shall be equipped with a master switch"

In GCR, Section 9.3.34.D., change as follows:
"Cars using a lithium-ion battery must display the green and black Lithium Battery decal near the kill switch. Cars without a kill switch (Touring, ~~and~~ B-Spec~~,~~ *and C-Spec*)"

In GCR, Section 9.3.40., change as follows:
"The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, B-Spec, *C-Spec,* and Improved Touring)"

In GCR, Section 9.3.45., change as follows:
"In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec, *C-Spec,* and Touring categories"

In GCR, Section 9.3.55., change as follows:
"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, *C-Spec,* Spec Miata, T2, T3 and T4. Alternate windshields must be of 6mm minimum thickness."

"Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, *C-Spec,* Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional."

In GCR, Section 9.4.C.1.c., change as follows:
"All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, Spec Miata, ~~and~~ B-Spec*, and C-Spec* classes must incorporate"

In GCR, Section 9.4.C.2., change as follows:
"One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, Touring~~, and~~ B-Spec *and C-Spec*."

In GCR, Section 9.4.C.3., change as follows:
"Cars competing in Improved Touring, Spec Miata, Touring~~, and~~ B-Spec *and C-Spec* may extend one"

In GCR, Section 9.4.D.1, change as follows:
"Improved Touring, Spec Miata, B-Spec, *C-Spec,* T2, T3 and T4 classes"

In GCR, Section 9.4.C.3., change as follows:
"Cars competing in Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec *and C-Spec* may extend one tube"

In GCR, Section 9.4.D.4.a., change as follows:
"Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3). NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec~~,~~ *and C-Spec* the door window glass"

In GCR, Section 9.4.D.4.d., change as follows:
"Cars competing in Improved Touring, Spec Miata, T4, ~~and~~ B-Spec~~,~~ *and C-Spec* may extend one tube per side"

General

1. #34664 (SCCA Staff) Begin Implementation of Flagtronics Electronic Flagging System

"***9.3.30. – In-Car Flagging System***"

1. *All cars competing in the SCCA Runoffs (beginning in 2024) must have a functioning Flagtronics FT200 unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification can be via the FT200 display or through the car's dash via FT200 CAN Bus connection. The unique ID number of the Flagtronics unit shall be provided to the SCCA during the event registration process or as defined by the event supplemental regulations.*
2. *Use of Flagtronics may be required at select U.S. Majors Tour events, or available as an option to participants, as per the event supplemental regulations.*
3. *SCCA may access any data recorded by the unit."*

Taken Care Of

GCR

1. #34370 (Stevan Davis) Proposed Rule Regarding RAIN LIGHTS in F/SR Cars from April FT
Thank you for your letter in response to letter #33905 requesting that FIA 2019-spec rain lights be mandated for all formula and sports racing cars. The recommendation was published for comment in the May Fastrack and was ratified by the SCCA Board of Directors as part of a Club Racing Board rules package. The new rule for GCR section 9.3.32.B.2 mandating FIA 2019-spec rain lights for F/SR was published in the Updated June GCR to become effective 1/1/2024.

The video accompanying the letter requesting FIA rain lights was quite graphic in showing the difference between minimum spec rain lights and LED rain lights. Many of the responding letters argue for setting a minimum lumens requirement and requiring acquisition of a lumens measurement device for SCCA Tech groups. Agreeing on a minimum lumens spec, agreeing on view angle, agreeing on a reliable measurement device, providing said device to the Regions (or mandating that they acquire one), and specifying and then consistently carrying out measurements are all problematic. The FIA spec is enforceable.

Note that unlike other driver personal safety items such as helmets, harnesses, fire bottles, and HANS devices, the rain light impacts the safety of others on track just as much as it does the person who is in the car to which it is attached. The one-time expense of the FIA 2019-spec rain light is very cost-effective compared to the cost of a single accident avoided.

2. #34372 (Dave Weitzenhof) FIA rain light proposal in Fastrack
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

3. #34373 (Matt Clark) FIA Rain Lights
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

4. #34409 (Joshua Justice) 33905 mandate for FIA rain light - OPPOSE
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

5. #34422 (Andy Pastore) Against Request to mandate FIA 2019 rain lights
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

6. #34423 (Larry Winkelman) Oppose FIA rain light rule change
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

7. #34427 (Bill Wise) FIA rain light letter #33905
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

8. #34432 (Chris Frassetti) Opposition to #33905 - proposed rain light changes
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

9. #34436 (Matt Boian) Letter Against #33905 Requiring FIA Rain Lights
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

10. #34438 (Christopher Zarzycki) Response to Letter #33905
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

11. #34441 (Paul Gauzens) Competition Licensing - Support for Letter #34364
Thank you for your letter. Please see the response to letter #34364 in the current Fastrack.

12. #34442 (Fred Michael) Formula Car and Sports Racer Rain Lights
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

13. #34444 (Rick Mitchell) Letter 34364 support.
Thank you for your letter. Please see the response to letter #34364 in the current Fastrack.

14. #34445 (Michael Hinkle) Re: #33905 (Michael A Reupert)
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

15. #34462 (Dean Fehribach) Add C-Spec to Polycarbonate Windshield Restriction.
Thank you for your letter. Please see the response to letter #34289 in the current Fastrack.

16. #34467 (George Bugg) Rain Light Opposition
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

17. #34469 (Eric Little) #33905 (Michael A Reupert) Request to mandate FIA 2019 Rain Light
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

18. #34524 (Joe Fisher) FIA Racing Light Requirement
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

19. #34541 (Marton Carroll) FIA-Spec Rain Lights
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

20. #34542 (Russ Werner) FIA Lights Not Needed
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

21. #34637 (Edward Erlandson) Why Do We Need This Rain Light?
Thank you for your letter. Please see the response to letter #34370 in the current Fastrack.

T1
1. #34155 (Andrew Aquilante) Error and Omission on C5 Spec Line.
Thank you for your letter. Please see letter # 34374 in current Fastrack.

2. #34344 (Joe Aquilante) Line 1132 Aero Clarification for C5
Thank you for your letter. Please see letter # 34374 in current Fastrack.

3. #34376 (Scotty B White) 8300 OEM Viper, Really...?????
Thank you for your letter. Please see letter # 34268 in July Fastrack.

T3
1. #34388 (Ben Phillips) Toyota GR Cup in T3
Thank you for your letter. Please see letter # 34448 in July Fastrack.

2. #34390 (Derek Chan) GR86 Cup / GR Cup in T3
Thank you for your letter. Please see letter # 34448 in July Fastrack.

3. #34391 (Ali Salih) In Reference to #34234
Thank you for your letter. Please see letter # 34448 in July Fastrack.

4. #34393 (Richard Kulach) Strong Opposition to Classification of GR Cup Car in T3
Thank you for your letter. Please see letter # 34448 in July Fastrack.

5. #34452 (Derek Chan) Tire Size Allowance
Thank you for your letter. Please see letter #34471 in current Fastrack.

6. #34454 (Paul McNamara) Tire Size Request
Thank you for your letter. Please see letter #34471 in current Fastrack.

What Do You Think
None.

RESUMES
None.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
David Henderson vs. SOM COA Ref. 23-09-NE
July 12, 2023

FACTS IN BRIEF

Following the Saturday, June 10, 2023, Group 3 Spec Miata (SM) race at Summit Point Motorsports Park, Chief Steward Russ Gardner filed a Request for Action (RFA) to investigate multiple contacts between SM # 28, driven by David Henderson, and SM # 78, driven by Ted Cahall.

The Stewards of the Meeting (SOM) Jim Harrison, Steve Pence, and Donald Yeske (Chairman) met, heard witnesses, reviewed video, and concluded that both Mr. Henderson and Mr. Cahall violated General Competition Rules (GCR) 6.11.1.A. (Avoid Contact), B. (Allow racing room), C. (Respect the right of other competitors to racing room), and D. (Overtaking driver is responsible for the decision to pass another car and to accomplish it safely). The SOM imposed penalties of loss of two positions in class and assessed two penalty points on each driver's competition license.

Mr. Henderson appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Lee Hill, and Bev Heilicher (Chairman) met on July 7, 2023, to review, hear and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Henderson, submitted June 20, 2023.
2. Notification of Appeal, received June 30, 2023.
3. Official Observer's Report, in-car videos, and related documents, received June 30, 2023.
4. Email from SOM Steve Pence, received June 30, 2023.

FINDINGS

In his appeal, Mr. Henderson stated he felt he was wrongly accused for the on-track contact with Mr. Cahall. Mr. Henderson provided no additional video, photos, analysis, or witness statements to support his position.

A review of the videos provided to the SOM from Car #78, Car #28, and a trailing car driven by Glenn Evans (SM #10) confirms Car #78 was attempting to pass Car #28. There was minor contact twice in the approach to Turn 3 initiated by Mr. Cahall while

Mr. Henderson was at the left edge of the track. As Mr. Henderson tracked out in the exit of Turn 3, he moved across track to the right and failed to leave room on the marked racing surface for Car #78 to remain on track, resulting in contact initiated by Mr. Henderson. Contact occurred again as Mr. Cahall attempted to return to the marked surface. This contact lasted longer than was necessary to allow Car #78 back on track and resulted in Car #28 being pushed completely across the track from driver's right to driver's left. The videos also show Mr. Cahall's additional retaliatory contact in Turn 5. The SCCA does not condone retaliatory actions on the part of participants and reminds SOM to study video after the incident to ascertain if such actions occur later in the session.

GCR 6.11.1.A-D. plainly stipulates that each driver is to maintain control of their car, so they do not make contact with nor impede other cars under close racing conditions. The SOM penalty reflects their decision that both Mr. Cahall and Mr. Henderson violated GCR 6.11.1.A-D.

After reviewing the materials considered by the SOM, the COA finds insufficient evidence to support overturning the SOM decision. The COA further acknowledges the penalty of loss of two positions in class and assessing two penalty points on a competition license are within the powers and authority of the SOM.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Daniel Freeman vs. SOM COA Ref. No. 23-10-NE
July 15, 2023

FACTS IN BRIEF

Following the Group 4 heat race on Saturday, June 10, 2023, at Summit Point Motorsports Park, Tech staff filed a Technical Inspection Report (TIR) citing Improved Touring A (ITA) #1, driven by Daniel Freeman, as not consistent with General Competition Rules (GCR) 9.1.3.D.1.h. (Crankfire ignition systems are prohibited unless fitted as original equipment) due to an "aftermarket crank trigger ignition on front of engine connected to ECU". Chief Steward Russ Gardner ruled ITA #1 as non-compliant and issued a Chief Stewards Action (CSA) moving ITA #1 "to last in class behind all compliant cars".

Mr. Freeman competed in the Group 4 feature race on Sunday, June 11, 2023, in the same configuration. Tech staff filed a TIR indicating ITA #1 had a "crank fired ignition system non factory component". Chief Steward Gardner again ruled ITA #1 as non-compliant and moved the car "behind all compliant cars in class." Mr. Freeman protested the Chief Steward's action.

The Stewards of the Meeting (SOM) Steve Pence and Don Yeske (Chairman) met to hear and rule on the protest. The SOM determined Mr. Freeman presented a non-compliant car and disallowed the protest. No additional penalty was assigned.

Mr. Freeman appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Laurie Sheppard (Chairman) met on July 13, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Appeal from Daniel Freeman, submitted June 20, 2023.
2. Additional documents from Mr. Freeman, received July 6, 2023.
3. Statement from Uwe Schuettler, received July 6, 2023.
4. Official Observer's Report and related documents, received July 6, 2023.
5. Email from Joseph Menowsky, received July 11, 2023

FINDINGS
In his appeal request, Mr. Freeman indicated he was disqualified and penalized with loss of points for both days. That does not appear to be the case. ITA #1 was moved to last in class, a loss of position penalty only, on both days. He cited the action decision was for “use of a noncompliant Crank Sensor Trigger Wheel” and based the appeal on GCR 9.1.3.D.1.d.1. which states in part, “Other existing sensors…may be substituted for equivalent units.” Mr. Freeman argued the IT Category rules, including GCR 9.1.3.D.1.h. (Crankfire ignition systems are prohibited unless fitted as original equipment.”) are ambiguous and should be clarified. He stated his car came with a crank sensor trigger installed and he merely changed the wiring and sensors as allowed per the IT Category rules.

Mr. Freeman provided a witness statement from Mr. Uwe Schuettler, the former Director of Sales and Marketing for Electromotive, Inc., which produced the current crankfire ignition system (*JPM 1990-2005 Miata trigger kit*). Mr. Schuettler explained the Electromotive system uses a specific crank trigger pattern by design, unlike OEM systems that use various trigger patterns. His understanding at the time of the system’s development for Improved Touring was “if the engine came from the factory with a crank trigger, then replacing it with one that had a different trigger profile would not be an issue.”

The COA notes GCR 9.1.3.D.1.d.1. applies in this case. Sensors may be replaced with equivalent units. Appendix F. Technical Glossary defines “equivalent” as “The same form, fit, function, and dimensions.” Mr. Freeman identified the part in question as the “crank sensor trigger wheel”. A visual comparison of the trigger wheel in the Electromotive Miata trigger kit to a Mazda stock part reveals a difference in form. The Electromotive trigger wheel has many “teeth” or indentations around the circumference of the wheel, while the Mazda trigger wheel has only four. Mr. Schuettler described a difference in function, stating the Electromotive system uses a single trigger pattern while OEM units use multiple patterns.

The COA is not able to verify the model and year of Mr. Freeman’s Miata from the available documentation. Mr. Freeman informed race officials he was running as a 1996 or 1997 MX-5 Miata. GCR 9.1.3.D.1.h. states “crankfire ignition systems are prohibited unless fitted as original equipment”. Mr. Freeman stated his car came with a “crank sensor trigger” and later provided schematics for a 1997 Mazda MX-5 Miata to support his appeal.

The COA confirmed the 1996-1997 Mazda MX-5 Miata was delivered with both a cam sensor and a sensor on the crankshaft. The COA notes GCR 9.1.3.D.1.s. states, “All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.” The event’s Chief Scrutineer, Joseph Menowsky, reported the cam

sensor on Mr. Freeman's car was disconnected when examined in post-race impound. In stock configuration, the Mazda MX-5 Miata utilizes input from both the crank angle sensor on the exhaust cam and the "crank sensor trigger wheel" to determine the ignition trigger pattern.

The COA finds the aftermarket crankfire ignition system in question is not equivalent to a stock Mazda system in form and function and is therefore not compliant for ITA.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Joel Gambino vs. SOM COA Ref. No. 23-11-NE
July 15, 2023

FACTS IN BRIEF

Following the Group 4 heat race on Saturday, June 10, 2023, at Summit Point Motorsports Park, Tech staff filed a Technical Inspection Report (TIR) citing Improved Touring A (ITA) #31, driven by Joel Gambino, as not consistent with General Competition Rules (GCR) 9.1.3.D.1.h. (Crankfire ignition systems are prohibited unless fitted as original equipment) writing "car found to have aftermarket crankfire ignition system installed connected to ECU and factory cam angle sensor disabled". Chief Steward Russ Gardner ruled ITA #31 as non-compliant and issued a Chief Stewards Action (CSA) moving ITA #31 "behind all compliant cars in class".

Mr. Gambino competed in the Group 4 feature race on Sunday, June 11, 2023, in the same configuration. Tech staff filed a TIR indicating ITA #31 had a "crank fired ignition system not factory component". Chief Steward Gardner again ruled ITA #31 as non-compliant and moved the car "behind all compliant cars in class." Mr. Gambino protested the Chief Steward's action.

The Stewards of the Meeting (SOM) Steve Pence and Don Yeske (Chairman) met to hear and rule on the protest. The SOM determined Mr. Gambino presented a non-compliant car and disallowed the protest. No additional penalty was assigned.

Mr. Gambino appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Laurie Sheppard (Chairman) met on July 13, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Appeal from Daniel Gambino, submitted June 20, 2023.
2. Additional documents from Mr. Gambino, received July 6, 2023.
3. Statement from Uwe Schuettler, received July 6, 2023.
4. Official Observer's Report and related documents, received July 6, 2023.
5. Email from Joseph Menowsky, received July 11, 2023

FINDINGS

In his appeal request, Mr. Gambino indicated he was disqualified and penalized with loss of points for both days. That does not appear to be the case. ITA #31 was moved behind all compliant cars in class, a loss of position penalty only, on both days. He cited the action decision was for "use of a noncompliant Crank Sensor Trigger Wheel" and based the appeal on GCR 9.1.3.D.1.d.1. which states in part, "Other existing sensors…may be substituted for equivalent units." Mr. Gambino argued the IT Category rules, including GCR 9.1.3.D.1.h. (Crankfire ignition systems are prohibited unless fitted as original equipment.") are ambiguous and should be clarified. He stated his car came with a crank sensor trigger installed and he merely changed the wiring and sensors as allowed per the IT Category rules.

Mr. Gambino provided a witness statement from Mr. Uwe Schuettler, the former Director of Sales and Marketing for Electromotive, Inc., which produced the current crankfire ignition system (*JPM 1990-2005 Miata trigger kit*). Mr. Schuettler explained the Electromotive system uses a specific crank trigger pattern by design, unlike OEM systems that use various trigger patterns. His understanding at the time of the system's development for Improved Touring was "if the engine came from the factory with a crank trigger, then replacing it with one that had a different trigger profile would not be an issue."

The COA notes GCR 9.1.3.D.1.d.1. applies in this case. Sensors may be replaced with equivalent units. Appendix F. Technical Glossary defines "equivalent" as "The same form, fit, function, and dimensions." Mr. Gambino identified the part in question as the "crank sensor trigger wheel". A visual comparison of the trigger wheel in the Electromotive Miata trigger kit to a Mazda stock part reveals a difference in form. The Electromotive trigger wheel has many "teeth" or indentations around the circumference of the wheel, while the Mazda trigger wheel has only four. Mr. Schuettler described a difference in function, stating the Electromotive system uses a single trigger pattern while OEM units use multiple patterns.

The COA is not able to verify the model and year of Mr. Gambino's Miata from the available documentation. Mr. Gambino informed race officials he was running as a 1996 or 1997 MX-5 Miata. GCR 9.1.3.D.1.h. states "crankfire ignition systems are prohibited unless fitted as original equipment". Mr. Gambino stated his car came with a "crank sensor trigger" and later provided schematics for a 1997 Mazda MX-5 Miata to support his appeal.

The COA confirmed the 1996-1997 Mazda MX-5 Miata was delivered with both a cam sensor and a sensor on the crankshaft. The COA notes GCR 9.1.3.D.1.s. states, "All engine components not otherwise listed in these rules shall meet factory specifications for stock parts." The event's Chief Scrutineer, Joseph Menowsky, reported the cam

sensor on Mr. Gambino's car was disconnected when examined in post-race impound. In stock configuration, the Mazda MX-5 Miata utilizes input from both the crank angle sensor on the exhaust cam and the "crank sensor trigger wheel" to determine the ignition trigger pattern.

The COA finds the aftermarket crankfire ignition system in question is not equivalent to a stock Mazda system in form and function and is therefore not compliant for ITA.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Gambino'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 | August 1, 2023

The Club Racing Board met by teleconference on August 1, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #34400 (Steve Introne) Watch for Results Based on Recent BOP Changes

Thank you for using the SCCA letter log system, it greatly helps the CRB keep track of the letters received.

In regard to the recent BoP changes that were made to the cars in B-Spec, please be aware that they were the result of considerable thought and research. Some competitors are concerned that the change to the Mini Cooper is too significant. Prior adjustments to this car in particular did not result in the desired change; their performance along with all other B-Spec cars will be carefully monitored and the BoP addressed accordingly as the season progresses.

A few competitors have raised concern about the Mini Cooper not being "safe" because of the increased minimum weight and/or the ballast that may be necessary to achieve the minimum. According to our calculations this car remains within the DOT recommended maximum weight for a Mini Cooper. For reference purposes GCR 9.1.10.E.17 gives an excellent recommendation for attaching ballast if necessary. It is further noteworthy that within SCCA there are many cars that safely carry and compete with this type of ballast. For example, in T3 the Nissan 350Z carries an average of 190 lbs. of ballast and the Mazda RX8 routinely carries 100 lbs. or more in T4. Be reminded however that as per GCR 5.9.2.B. **the participant bears the ultimate responsibility at all times to ensure the safety of his vehicle and equipment**. If, for any reason, you, your driver, or crew, believe that your car is not safe then it should **never be on track**. Participation in SCCA events is voluntary; you should not feel compelled to participate if any doubt exists as to the safety and wellbeing of you, your driver, or crew.

Please remember if you are submitting a letter to the system which cites a problem or change that is needed to include your idea(s) for resolution and the data that may have been used in your assessment.

Thanks again for the letter and great luck and fun with the balance of your 2023 race season.

B-Spec Committee
SCCA CRB team

2. #34401 (Steve Introne) Results of Majors with Fast Non-Mini Drivers

Thank you for your letter. Please see letter # 34400 in current Fastrack.

3. #34402 (Steve Introne) BOP Request

Thank you for your letter. Please see letter # 34400 in current Fastrack.

4. #34426 (Chris Taylor) General Note

Thank you for your letter. Please see letter # 34400 in current Fastrack.

5. #34767 (Steve Introne) Bop adjustment
Thank you for your letter. Please see letter # 34400 in current Fastrack.

6. #34795 (Steve Introne) BOP adjustment for Mini
Thank you for your letter. Please see letter # 34400 in current Fastrack.

C-Spec
1. #34457 (Kent Carter) VTS for 2006 to 2011 Honda Civic
Thank you for your letter. Please see letter #34461 in current Fastrack.

2. #34458 (Kent Carter) VTS for 2012-15 Honda Civic
Thank you for your letter. Please see letter #34461 in current Fastrack.

General
1. #34600 (Steve Davis) Super Tour/Runoffs Tech Procedures
Thank you for your letter. The procedure in HST events requires the top three cars to report to impound where pre-selected items are inspected. As you can understand, a shortage of volunteers has imposed limitations on the scope of inspections.

GTX
1. #34665 (Kelsey Karanges) GT4RS Clubsport in GTX
Thank you for your letter. This car is already classified in T1 with DOT tires and GTX with slicks.

HP
1. #34733 (Amber Stephenson) GCR Section 9.3.26 Proposal
Thank you for your letter. No changes are being proposed to GCR Section 9.3.26 "Fuel Cell Specification" that will affect Production cars. Per that section, any Production classified vehicle can run a stock fuel tank, provided "the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.)", or is otherwise allowed on its spec line.

T1
1. #33939 (Tim Myers) Can Existing T1 cars Without Sequentials Even Take Out 100lbs?
Thank you for your letter. The TAC and CRB are monitoring T1 closely and look forward to collecting data on T1 and GT4 cars simultaneously.

T2
1. #34648 (Carl Fung) Corvette C5/C6 Parity
Thank you for your letter. Recent changes were made and we will monitor the class.

T3
1. #34683 (Steve Davis) Spec E46 Policing
Thank you for your letter. Any car conforming to the Spec E46 spec line is welcome in T3. The inclusion of these cars were a large factor in rejuvenating T3 in the past 7 years. It races well in T3, and is competitive.

Not Recommended

B-Spec

1. #34363 (Angel Blanc) Ford Fiesta Sedan Restrictor Request
Thank you for your letter. The reason for the rule of a smaller restrictor on certain body styles (sedans, coupes etc) is to equalize the measurable and documented aerodynamic advantage these body styles have over hatchbacks.

2. #34635 (Peter Zekert) Rain Tires and Slicks on a Wet Track
Thank you for your letter requesting hand-groved intermediate rain tires. The current rules allowing either dry or wet tires fits the class philosophy for simplicity and minimal modifications.

C-Spec

1. #33917 (Frank Schwartz) Struts and Shocks
Thank you for your letter. Please see letter # 34460 for final shock and strut rules in current Fastrack.

GCR

1. #34180 (Kent Carter) Revisit SCCA Roll Cage Design Standards
Thank you for your letter and suggestions, you have made some very good points. At this time however we do not deem it advisable to amend the roll cage specifications but will continue to keep this in mind.

2. #34688 (Kathy McLeod) Add TTNTs to the acceptable DS venues
Thank you for your letter. The Club Racing Board does not recommend this change. Time Trials National Tour events do not provide acceptable wheel-to-wheel and situational awareness experience for a club racing full competition license.

GT2

1. #34593 (William Moore) TA2 Restrictor Plate Change -Change Min Weight from 2930 to 2830
Thank you for your letter. The CRB will continue to monitor the TA2 class by means of collected SCCA data as well as official qualifying and race results.

EP

1. #34670 (Doug Piner) BMW Z4 cast iron block
Thank you for your letter. There is no direct replacement cast-iron block that fits into the BMW Z4 chassis, so this proposed allowance is not feasible.

SM

1. #34653 (Tyler Brown) Request to Allow European Style Fenders in SM
Thank you for your letter. At this time SMAC does not see a need to allow this as the front (and rear) fenders are still available from Mazda and others at a competitive price point. As of this time Mazda has over 100 front fenders for each side in stock for both NA's and NB's with more in a consistent state of transit from Japan. When and if fenders become an issue of availability or significant price increase, we can revisit the topic.

STU

1. #34160 (Peter Federlin) Alternate Drive Shaft Material
Thank you for your letter. Carbon Fiber Driveshafts are not allowed in STU.

2. #34226 (John Weisberg) BMW N52B25 Engine
Thank you for your letter. At this time, this request is not recommended.

3. #34227 (John Weisberg) Larger Brakes for Larger Cars
Thank you for your letter. At this time, your request is not recommended.

4. #34597 (Steve Davis) STU Horsepower/Weight Analyzation
Thank you for your letter. We continue to gather and review data to make BoP changes, as needed.

T2-T4
1. #34420 (Mike Breen) BMW E36 non-M
Thank you for your letter. We have had requests for the SE36. We feel that the car won't compete in T3. We also believe that the car is too old to be a new classification in the touring classes. We suggest looking into IT or ST.

T3
1. #34359 (Lansing Stout) 350Z Axle and Hub Upgrade to 370Z
Thank you for your letter. We suggest sourcing OEM axles for better durability. OEM axles are superior to aftermarket alternatives.

2. #34418 (Ryan Szyjakowski) Upgraded oil pumps
Thank you for your letter. The members of the TAC are confident that the list of modifications that you presented are not necessary to compete in Touring. The intent of Touring is to allow competition in lightly modified cars. If you wish to compete with those upgrades, please explore STU.

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. #34325 (Kevin Stuckey) Consideration of Allowing Alternative Batteries
In B-Spec and C-Spec Categories, GCR section 9.1.10.E.16, change as follows:
"Batteries may be replaced with those of alternate manufacture provided they are of ~~similar amp hour (Ah) capacity and weight~~*lead acid chemistry, weigh at least 6 lbs., and are sized to be able to start the car*. Battery must remain in stock location. Additional hold-down brackets are allowed."

C-Spec

1. #34460 (Kent Carter) Suspension Proposal
In GCR, Section 9.1.10.36. add for the following:
"Suspension: B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. C-Spec competitors may use the OEM Suspension, the specific suspension kit approved on the spec line ~~or TBD~~, *or the Red Shift BC Competition Coilover Kit for that make and model. These kits are single adjustable, track-valved, and will be serialized, sealed and tamper-proofed.* Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line."

GCR

1. #34839 (Club Racing Board) Appendix F. Technical Glossary, SIR testing procedure
In Appendix F. Technical Glossary, SIR testing procedure, add the following:
"*(Effective 9/1/2023)* 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*; other procedures may be used to determine if an unauthorized means is being used to stall the vehicle or to allow air to bypass the SIR*."

P1

1. #34680 (Club Racing Board) Prohibit artificial means of stalling engine during SIR test
In P1, GCR section 9.1.8.B.J, add a new section and renumber the following sections accordingly:
"*(Effective 9/1/2023) 4. The use of an ECU map, a computer program, or any other artificial means to stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited.*"

STU

1. #34734 (Super Touring Committee) H Pattern Dog Box Clarification
In GCR, Section 9.1.4.1.C.2., add the following:
"*(Effective 1/1/2024) Cars equipped with Alternate H-Pattern Transmission w/non-stock type syncros (dog-ring) will increase the required minimum weight by 1.25%.*"

Taken Care Of

C-Spec

1. #34291 (Gabe Fehribach) C-Spec Allow Mazda3i
Thank you for your letter. Please see letter # 34400 in current Fastrack.

GCR

1. #34714 (Vaughan Scott) A rational rain light rule
Thank you for your letter. Please see the response to letter #34370 in the August 2023 Fastrack.

2. #34724 (Brandon Lavender) FIA Rain lights
Thank you for your letter. Please see the response to letter #34370 in the August 2023 Fastrack.

3. #34755 (Larry Winkelman) Revise F/SR rain light rule
Thank you for your letter. Please see the response to letter #34370 in the August 2023 Fastrack.

STU

1. #34634 (BILL DAMRON) Clarification on Dogbox Gears in H-Pattern Transmission
Thank you for your letter. Please see letter # 34734 in current Fastrack.

T1

1. #34559 (Scotty B White) Request to Classify GT4 Camaro in T1
Thank you for your letter. Please see letter # 34421 in August Fastrack.

What Do You Think

None.

RESUMES

B-Spec

1. #34429 (Jonathan Wickert) Wickert Resume for BSAC
Jonathan Wickert has been added to BSAC.

T2-T4

1. #34611 (Scotty B White) TAC Resume Submission
Thank you for your resume. Your resume will be maintained for future openings.

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

DATE: August 20, 2023
NUMBER: TB 23-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #34461 (Kent Carter) Initial car classifications and spec lines
In C-Spec Spec Lines, add Chevrolet Cruze (10-16) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Chevrolet Cruze (10-16)	*80.5 x 88.2 1,796*	*2,685*	*138/125*	*17 x 7*	*3.82, 2.16, 1.47, 1.07, 0.87, .074*	*3.94*	*F: 10.8 R: 10.5 or R drum: 10.5*	*2500*	

In C-Spec Spec Lines, add Ford Focus (12-18) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Ford Focus (12-18)	*87.4 x 83.1 1,999*	*2649*	*160/146*	*17 x 7*	*3.42, 2.14, 1.45, 1.03, 0.8*	*3.82*	*F:10.9 R: 10.7 or R drum: 8.97*	*2905*	

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In C-Spec Spec Lines, add Honda Civic (06-11) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Honda Civic (06-11)	*81 x 87.3 1799*	*2700*	*140/128*	*17 x 7*	*3.143, 1.870, 1.235, 0.949, 0.727*	*4.29*	*F: 10.3 R: 10.2 or R: 7.9 drum*	*2545*	

In C-Spec Spec Lines, add Honda Civic (12-15) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Honda Civic (12-15)	*81 x 87.3 1798*	*2700*	*140/128*	*17 x 7*	*3.143, 1.870, 1.235, 0.949, 0.727*	*4.29*	*F: 10.3 R: 10.2 or R: 7.9 drum*	*2545*	

In C-Spec Spec Lines, add Mazda 3i (10-13) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mazda 3i (10-13)	*87.5 × 83.1 1999*	*2640*	*148/135*	*17 x 7*	*3.3, 3.84, 1.31, 0.97, 0.75*	*4.1*	*F: 10.9 R: 10.4*	*2690*	

In C-Spec Spec Lines, add Toyota Corolla (07-12) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Toyota Corolla (07-12)	*80.5 x 88.3 1798*	*2600*	*132/128*	*17 x 7*	*3.17, 1.9, 1.31, 0.89, 0.73*	*4.31*	*F: 10.7 R: 9.0 drum*	*2475*	

In C-Spec Spec Lines, add VW Jetta (11-15) as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
VW Jetta (11-15)	*82.5 x 92.8 1984*	*2652*	*115/125*	*17 x 7*	*3.45, 1.95, 1.28, 0.88, 0.67*	*3.93*	*F: 11.0 R: 9.1 drum*	*2450*	*Allowed aftermarket header and cold air intake*

In C-Spec Spec Lines, Dodge Dart (14-16), change as follows:
Bore x Stroke(mm) Displacement (cc): "88 x ~~92~~*97* ~~1995~~*2360*"
Brakes (inches): "*F: 12 R: 10.4*"

In C-Spec Spec Lines, Mazda3s (2010), change model year as follows:
"Mazda3s (~~20~~10-*13*)"

In C-Spec Spec Lines, Toyota Corolla (14-18), change as follows:

C-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Horse-power/ Torque	Wheels	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Toyota Corolla (~~2014~~*13*-18)	*80.5 x 88.3* 1798 2ZR-FAE	*2700*	148/129	17 x 7	*3.54, 1.91, 1.31, 0.97, 0.71, 0.62*	*4.11*	*F: 10.8 R: 10.2 or R: 9.1 drum*	2630	

Electric Vehicle
None.

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Formula/Sports Racing

F6

1. #34774 (John (Tyler) Spitler II) E&O F600 motorcycle engines
In F600, GCR section 9.1.1.D.15, change as follows:
"A. Mass produced water-cooled, 4-cylinder, 4-cycle motorcycle engines up to 600cc are allowed as per spec line (end of section). *Engines may not be modified and no engine components may be added or removed unless specifically authorized by these rules.*"

"C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. ~~There shall be no modifications or removal of any component of the engine or addition of any component of the engine unless specifically authorized in these rules.~~"

"F. Carburetion or fuel injection may be used~~. Fuel injection, if used,~~ *and* must be stock and unmodified for the model and year of the engine that is used*, with no modifications to the intake system. The use of any carburetor jets or needles is permitted*. Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted."

1. #34780 (Allen Beeck) F600 Rules Clarification
In F600 engine table, Honda CBR600RR spec line, change the notes as follows:
"Notes 2, 3, *and* 4~~, and 5~~"

In F600 engine table, Suzuki GSXR600 spec line, change the notes as follows:
"Notes 2, 3, *and* 4~~, and 5~~"

In F600 engine table, Yamaha R6 spec line, change the notes as follows:
"Notes 2, 3, *and* 4~~, and 5~~"

FE

1. #34707 (Robey Clark) Update FE Rain Light Rule
In FE, GCR section 9.1.1.I.2.N.f, change as follows:
"~~Any rain light is allowed.~~*Effective 1/1/2024, a rain light that meets FIA Standard 8874-2019, Technical List No. 76, is required as specified in GCR section 9.3.32.B.2.*"

SRF

1. #34706 (Robey Clark) Update SRF Rain / Brake Rule
In SRF, GCR section 9.1.8.D.1.W.l, change as follows:
"A *Super Bright LEDs Inc.* rain / brake light ~~comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination~~*, P/N PT-STRB-R24,* is required in the original roll hoop mounting location. *This rule supersedes GCR section 9.3.32.B.2 effective 1/1/2024 through 12/31/2024.* No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly ~~shall~~*must* be connected to a switch enabling *its* use as a rain light."

GCR

1. #34687 (Club Racing Board) E&O Overhang definition
In Appendix F - Technical Glossary, change as follows:
"Overhang – The distance ~~which~~*that* ~~the end of~~ the bodywork extends ~~away from~~*beyond* the ~~wheels~~*wheelbase* at the ~~referenced end~~*front and rear* of the car*, measured from the center of the wheel*."

2. #34773 (Club Racing Board) E&O Wheelbase definition
In Appendix F - Technical Glossary, change as follows:
"Wheelbase – The distance between the *centers of the* front and rear ~~axle centerlines~~*wheels* of a car, with the front wheels in the straight~~-~~ahead position."

General

None.

Grand Touring

GT2

1. #34765 (Grand Touring Committee) GT2 Mazda 20B 3 rotor ENO
In GT2 Spec Lines, Engines - MAZDA, combine both 20B to one spec lines and keep the following:
Weight: "~~2500~~*2280*"
Notes: "Must run +100 lbs. for Grand Am transaxle and independent rear suspension. Must comply with all other GT2 rules."

Improved Touring

None.

Production

EP

1. #34649 (Jeff young) Hub Note Clean Up In EP TR8 Spec Line
In the EP Spec Lines, Triumph TR8 (78-81), remove the following wording from Notes:
"~~Alternate front hubs are allowed provided they are of the same external dimensions as stock and weigh no less than the stock hubs.~~"

2. #34662 (ANTHONY PARKER) Triumph GT6 Adjustments
In EP Spec Lines, Triumph GT6, change Carburetor. No. & Type as follows:
"(2) 1.5" ~~SU or Stromberg~~ *Auto-type carburetor(s)*"

3. #34663 (ANTHONY PARKER) Triumph GT6 Adjustments: Brakes
In EP Spec Lines, Triumph GT6, add the following to Brakes Alt.: mm/(in.):
"*(F) Calipers & discs from TR-6 (std. or alt)*"

HP

1. #34681 (Brian Downey) Larger chokes
In HP Spec Line, Nissan/Datsun PL510, change Carburetor. No. & Type as follows:
"(1) 40 DCN, DCNF w/ 32~~-~~*4*mm choke(s), ~~-~~or (1) 36mm DCNVH. (2) auto type side draft(s) w/ 32~~-~~*4*mm choke(s) on I.R. manifold @ 90lbs penalty."

Spec Miata
None.

Super Touring
None.

Touring
T4
1. #34626 (Patrick Morgan) Inclusion of similar car. (CLK 320)
In T4 Spec Lines, Mercedes Benz CLK 320 Coupe (2004), change as follows:
"Mercedes Benz CLK 320 Coupe*, C320 Sedan* (~~2004~~*2000-2007*)

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 Dickerson vs. SOM COA Ref. No. 23-12-CN
July 26, 2023

FACTS IN BRIEF

Following the Sunday, June 26, 2023, Group 5 Spec Racer Ford 3 (SRF3) race at the June Sprints Hoosier Super Tour at Road America, Chief Steward Kevin Coulter filed a Request for Action (RFA) to investigate physical violence between Dr. David Dickerson, driver of SRF3 #38, and Mark Snyder, driver of SRF3 #127, after nose to tail contact between their cars in the Turn 5 braking zone resulting in neither continuing.

The Stewards of the Meeting (SOM) Anne Christian, Jim Marinangel, Jon Maurus, and Archie Bruce (Chairman) met, heard witnesses, and concluded Dr. Dickerson violated General Competition Rules (GCR) 2.1.3. (Acting fraudulently or prejudicially to the interests of the SCCA or of the sport of automobile racing), 2.1.7. (Acting in an unsportsmanlike manner), and 2.1.8. (Threatening or committing physical violence upon any other participant or spectator). The SOM imposed a penalty of suspension of license privileges for 10 months followed by probation for six race weekends and assessed 6 penalty points against Dr. Dickerson's competition license.

Dr. Dickerson appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Lee Hill, and Costa Dunias (Chairman) met on July 20, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Dr. Dickerson, submitted June 22, 2023.
2. Notification of Appeal, received July 12, 2023.
3. Official Observer's Report and related documents, received July 12, 2023.
4. Email from Kevin Coulter, received July 19, 2023.
5. Email from Dr. Dickerson, received July 12, 2023.
6. Witness statement from Jared Odrick, received July 12, 2023.
7. Email from Road America Safety Director Mike Wirtz, received July 19, 2023.

FINDINGS

In his appeal, Dr. Dickerson claimed no physical contact with Mr. Snyder or any safety personnel occurred. He also asserted that without video evidence, any other evidence was hearsay and should be discounted. In his lengthy narrative, he admitted he was upset and that he yelled, screamed, and pointed at the other driver who stayed in his car throughout the incident. Dr. Dickerson later sent further emails, providing an additional witness statement from an SCCA member who was spectating from behind the fence at Turn 5, and describing subsequent communication with various safety personnel at another Road America event. Dr. Dickerson maintained the safety workers were all right with his behavior.

The SOM heard multiple witnesses, including those from the corner marshals and safety crew who were the “boots on the ground” responding to the incident, and found Dr. Dickerson violated GCR 2.1.3. (Acting fraudulently or prejudicially to the interests of the SCCA or of the sport of automobile racing), 2.1.7. (Acting in an unsportsmanlike manner), and 2.1.8. (Threatening or committing physical violence upon any other participant or spectator) by physically assaulting the other driver while that driver was still belted in his car and by pushing away the medical safety worker who was trying to evaluate the condition of the driver still in his car. Witness testimony indicates Dr. Dickerson had to be physically restrained by other safety personnel so the rest of the crew could do their job. The COA notes these actions took place on the side of a hot track while the safety team was attempting a “hot pull”, adding needless additional peril to all involved.

The role of the COA is to confirm whether evidence relied upon by the SOM supports the ruling; verify that all rules and regulations were applied appropriately, fairly, and equitably; and consider whether new evidence contradicts the SOM’s decision. In Dr. Dickerson's case, there is no new evidence to contradict the decision of the SOM. Dr. Dickerson’s additional witness’ statement confirmed Dr. Dickerson was restrained by the safety workers at the scene. The witness’ comments related to Dr. Dickerson’s character are not evidence of what occurred in this incident and are outside the scope of the appeal.

The COA finds the SOM reached a fair and reasoned decision based on the evidence available to them. The SOM considered impartial firsthand eyewitness testimony from the safety team and course marshals in determining the alleged violations occurred and they applied a penalty that is within their purview.

An appeal is not a rehearing of an SOM action. The COA may not act as SOM (GCR 8.4.5.C.). The COA affirms Dr. Dickerson received due process, the evidence considered by the first court supports the decision, and the GCR was applied equitably and fairly.

DECISION
The COA upholds the SOM decision in its entirety. Dr. Dickerson's appeal is not well founded. His entire appeal fee will be retained by SCCA.

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

JUDGEMENT OF THE COURT OF APPEALS
Michal Kuna vs. SOM COA Ref. No. 23-13-NE
August 10, 2023

FACTS IN BRIEF

Following the Saturday, July 8, 2023, Group 5 Midnight Madness night race at Thompson Speedway Motorsports Park, David Maynard, driver of Touring 1 (T1) #18 filed a protest against Michal Kuna, driver of Grand Touring 2 (GT2) #74, alleging a violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct) for avoidable contact while Mr. Maynard was attempting to pass Mr. Kuna.

The Stewards of the Meeting (SOM) Jennifer Ferreira, Terry Hanushek, and Lindy (Lin) Toland (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Kuna violated GCR 6.11.1.A. (Avoid contact) and penalized him by moving him to last finishing position in class and assessed two penalty points against his competition license.

Mr. Kuna appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA), James Foyle, Lee Hill, and Bev Heilicher (Chairman) met on August 3, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Appeal from Michal Kuna, received July 7, 2023.
2. Official Observer's Report and related documents, received July 7, 2023.
3. Video from Mr. Kuna, received July 7, 2023.
4. Email from Lin Toland, received July 31, 2023.

FINDINGS

In his appeal, Mr. Kuna stated while he was on the left side of the track prior to Turn 5, Mr. Maynard was approaching on his right side attempting to pass. Mr. Maynard was on the outside of the turn and had not completed his pass when he turned in on Car #74 at the entrance to Turn 5, depriving Mr. Kuna of racing room. Mr. Kuna stated both cars (T1 #18 and GT2 #74) should be penalized equally as both failed to avoid contact per GCR 6.11.1.A.

The SOM reviewed witness statements from Pasquale Bruno and Brandon Bogart who observed the incident, and Mr. Kuna's video. The COA reviewed the documentation provided by the SOM, including a protest summary, witness statements, and the video submitted by Mr. Kuna.

In reviewing the contact in Turn 5 between Cars #18 and #74, the COA notes Car #18 was attempting to pass Car #74 on drivers right at the entrance of a left-hand turn with Car #74 driving at the left edge of the track. However, Car #18 did not complete the pass before turning into the corner. Car #74 went deep into the corner on the inside and the two cars came together just before the apex. Both drivers were aware of each other and should have adjusted accordingly since they were racing in different classes.

The COA finds Mr. Kuna was not solely responsible for the incident in Turn 5 but by not slowing for the corner, he did contribute to the contact per GCR 6.11.1.A. (Drivers are responsible to avoid physical contact between cars on the race track.) The COA recognizes there is a shared responsibility inherent in executing a safe pass per GCR 6.11.1.D. (… the decision to pass another car and to accomplish it safely… [and] …not to impede or block an overtaking car.)

DECISION
The COA upholds the SOM decision but modifies Mr. Kuna's penalty to a Reprimand and reduces the penalty points assigned to one point on his competition license. Mr. Kuna'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 5, 2023

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

Member Advisory

None.

No Action Required

FV

1. #34797 (Donnie Isley) Ceramic Transmission Upgrades

Thank you for your letter. GCR section 9.1.1.C.1.B states that "Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace," and that section further states that this pertains to "VW transmission components" and "Rear axle components." As such, transmission/transaxle components that are made using ceramic materials (or any other material not used in the original component), either in part or whole, are not permitted to be used in the FV class. Likewise, any transmission or rear axle components not dimensionally identical to the original VW component are not permitted to be used in the FV class.

2. #34884 (Jonathan Weisheit) Transmission Bearings

Thank you for your letter. Please see the response to letter #34797 in the current Fastrack.

GCR

1. #34718 (Greg Amy) Letter #34664

Thank you for your thoughtful letter. There are many operational aspects of this system that will be worked out between national staff, competitors, and volunteers.

2. #34785 (KEVIN KLOEPFER) Fire System Service

Thank you for your letter. This is being referred to SCCA technical staff to determine and outline the recertification requirements for the various approved types of fire systems.

T3

1. #34729 (Scotty B White) Three inch Ride Height in T3?

Thank you for your letter. When conforming to the touring category rules, the Solstice rides too high. Suspension geometry is too far off and fender clearance is too high. This issue is unique to the Solstice. This ride height allowance has been in effect for the T4 Solstice for a few years without issue. It makes sense to extend the allowance to other Solstice spec lines. Once data is collected at this height, it will be the basis for the car's BOP.

Not Recommended

T3

1. #34823 (John Wilson) Honda S2000 2.2L Weight

Thank you for your letter. We'd like to clarify some of the data you presented. The 2.2 liter S2000 hasn't been left unaided since 2010. It is ~145 lbs lighter, and it has been allowed 750 lb springs. After the car was raced at the 2021 Runoffs at Indianapolis, we removed a 60mm FPR that was on the car. We have not seen data on the car since that race.

We appreciate the work that you put into your power:weight analysis. The problem is that you use published OE HP for class front runners. All of these cars run with TIRs or FPRs, drastically reducing their actual power. In the end BOP is based on actual race acceleration and handling data. Please bring the car out to a HST or Majors event where data is collected so we can have proper data to work with.

Recommended Items

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

None.

Taken Care Of

None.

What Do You Think

GCR

1. #34608 (Earl Hurlbut) Proposed Change to 6.11.3

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

"Off-Course Excursions *(Track Limits)*

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

A. Drivers must remain within the delineated boundaries of the racing surface (Appendix A - #27 Racing Surface). Drivers gaining an unfair advantage by placing four wheels beyond the designated racing surface may incur penalties.

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

RESUMES

ITR

1. #34838 (Andy Fox) ITAC Resume

Andy Fox has been added to the ITAC.

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

DATE: September 20, 2023
NUMBER: TB 23-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
SRF
1. #34805 (Robey Clark) SRF Radiator Rule Update
In SRF, GCR section 9.1.8.D.1.V.j, change as follows:
"Radiator - *Enterprises new style P/N 480465 (requires baffle P/N 480464) or P/N 480466 can be used.* P/N 480466~~, may~~*can* be replaced with Automotive P/N 1R698, CU698 or ~~equivalent OEM~~ manufacturer ~~justified by one~~ cross-reference ~~chart~~*equivalent, as long as the size, shape, and material are the same as the original P/N*. ~~The capacity, core thickness, etc., cannot be changed even if allowed under the above.~~ The competitor is responsible for providing ~~this~~ documentation *of the cross-reference P/N*."

2. #34853 (Robey Clark) Update SRF Brake Light Rule v1
In SRF, GCR section 9.1.8.D.1.W.l, change as follows:
"A Super Bright LEDs Inc. *P/N PT-STRB-R24 (SCCA Enterprises P/N 180427A)* rain / brake light~~, P/N PT-STRB-R24,~~ is required in the original roll hoop mounting location. This rule supersedes GCR section 9.3.32.B.2 effective 1/1/2024 through 12/31/2024. No changes may be made to the original 3-pin connector on the wiring harness. *An SCCA Enterprises P/N 1190503 Strobing Brake Light Pigtail is required.* The secondary filament of the brake light assembly must be connected to a switch enabling its use as a *strobing* rain light. *A Strobing Brake Light Kit P/N 1168003 is available, which includes the brake light and pigtail.*"

3. #34958 (Board of Directors) SRF Rain / Brake Rule - BoD approved as follows
In SRF, GCR section 9.1.8.D.1.W.l, change as follows as approved by BoD on 9/12/2023:
"This rule supersedes GCR section 9.3.32.B.2 effective 1/1/2024~~ through 12/31/2024~~."

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GCR

1. #34888 (Club Racing Board) Please correct errors in GCR 9.2.2 per letter #34636
In Homologation Requirements, GCR section 9.2.2, change as follows:
"All Formula, Sports Racing, and P1~~,~~ and P2 cars must be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require a Homologation Certificate.

Cars that comply with the design criteria set forth for roll hoops (GCR section 9.4.5) do not require a Homologation Certificate.

Cars that do not comply with the design criteria set forth for roll hoops (GCR section 9.4.5) may submit an application to the Road Racing Technical Manager as defined in GCR section 9.4.5.F. The Road Racing Technical Staff~~,~~ may deny any application for a configuration ~~thats~~*that* does not comply with the rules, that incorporates design characteristics or conditions that fundamentally diverge from standard safety considerations, or that is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by the Road Racing Department will be assessed for all such applications.

Cars that are excepted from the published design criteria~~,~~ must at all times have available for examination a current logbook, a copy of the letter of exception from the Road Racing Department, and supporting engineering documentation. Cars that have previously been issued Homologation Certificates may satisfy this rule by presentation of said certificate or a copy thereof.

All cars are subject to inspection for compliance with the data that was submitted in support of an alternative roll structure. ~~The existence of a Homologation Certificate or letter of exception from the Road Racing Department is not conclusive evidence of rules compliance.~~

The existence of a Homologation Certificate or letter of exception from the Road Racing Department is not conclusive evidence of rules compliance."

2. #34890 (Club Racing Board) Please correct omitted punctuation
In Cars and Equipment, GCR section 9.3.33.B.2, add the following:
"(Effective 1/1/2024) A red taillight meeting FIA Standard 8874-2019, Technical List No. 76, is required on all Formula (open wheel) and Sports Racing cars."

In Appendix F. Technical Glossary, Minimum Weight, change as follows:
"Minimum Weight~~:~~ – Weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session."

In FA Table 1, Spec Line E notes, add the following:
"Any BD series iron or alloy cylinder block and alternate crankshaft permitted."

In FC, GCR section 9.1.1.B.11.c, change as follows:
"The Mazda MZR LF-DE 2 liter for use only in USF2000 cars, as described in the Spec Line Cars Table below.~~:~~"

In F600, GCR section 9.1.1.D.14, add the following:
"Rotax Model 494, Model 493, and Model 593 must use a single expansion chamber and must be equipped with a pull starter; an electric starter may be added."

In P1, GCR section 9.1.8.B.J.2, add the following:
"Where a flat plate intake restrictor, restricted venturi, or Single Inlet Restrictor (SIR) is required, all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, must pass through the restrictor."

General
None.

Grand Touring
GT2
1. #34966 (Scotty B White) Late E & O
RM 23-10 GT2-ST Dodge Viper, incl Comp Coupe, ACR/ACR-X VRL Front Fascia
As an Errors and omissions fix to what was originally intended for these cars, the Club Racing Board and Board of Directors have approved the following:
In GT2-ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X add *VRL front fascia -100lbs* to all Spec Lines.

GT3
1. #34781 (Taz Harvey) Classify Honda B20 engine in GT3 CRX
In GT3 Engines - HONDA, classify B20 as follows:

GT3 Engines - HONDA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
B20	*DOHC*	*84mm*	*89mm*	*1973cc*	*Alum, Crossflow*	*4*	*Unrestricted*	*2195*	

Improved Touring
None.

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
None.

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

CLUB RACING BOARD MINUTES | October 9, 2023

The Club Racing Board met by teleconference on October 9, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #34847 (Matt Clark) FIA rain light debacle (again)

Thank you for your letter. After considering various options, the Club Racing Board recommended that FIA 2019-spec rain lights be mandated for all formula and sports racing cars effective 1/1/2024. The CRB recommended the FIA 2019-spec rain light because agreeing on a minimum lumens spec, agreeing on view angle, agreeing on a reliable measurement device, providing such a device to the Regions (or mandating that they acquire one), and specifying and then consistently carrying out measurements are all problematic. By comparison, the use of an FIA 2019-spec rain light is enforceable. And, unlike other driver personal safety items such as helmets, harnesses, fires bottles, and HANS devices, the rain light impacts the safety of others on track just as much as it does the person who is in the car to which it is attached. The one-time expense of the FIA 2019-spec rain light is very cost-effective compared to the expense of a single accident avoided.

The recommendation that FIA 2019-spec rain lights be mandated for all formula and sports racing cars was published for comment in the May 2023 Fastrack and ratified by the SCCA Board of Directors as part of a Club Racing Board rules package. The new rule for GCR section 9.3.32.B.2 was published in the Updated June 2023 GCR. Following the BoD's ratification of the recommendation that FIA 2019-spec rain lights be mandated for all formula and sports racing cars effective 1/1/2024, the CRB approved a one-year allowance of an LED truck/trailer light for SRF as a temporary solution to provide additional time for SCCA Enterprises to source a rain light that met the FIA 2019 specifications and fit the SRF mounting enclosure. Please see the Updated September 2023 GCR. The BoD overrode the CRB's decision and made the temporary SRF exception permanent. Please see the response to letter #34958 in the October 2023 Fastrack.

2. #34849 (Stevan Davis) Inconceivable Requirement for all EXCEPT SRF

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

3. #34854 (Fred Michael) Rain lights

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

4. #34855 (Garey Guzman) New limited rain light rule

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

5. #34900 (Vaughan Scott) Officially Document and Disclose Rain Light Decision

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

6. #34902 (Stevan Davis) Opposed to FLAGTRONICS

Thank you for your letter. Your concerns are noted for formula and sports racing cars. Work has been commenced by Flagtronics to develop a smaller unit.

7. #34904 (Vaughan Scott) Support for Letter #34902 - No Room for Flagtronics Display
Thank you for your letter. Please see letter # 34902 in current Fastrack.

General
1. #34607 (Kaitlin Spak) Safety Concerns at Super Tour Events
Thank you for sharing your concerns. Over the past two seasons, there has been greater emphasis on logging driver behavior, with Race Director/Chief Steward actions now carrying an automatic point on a driver's license. This helps directly track on track behavior, and can illustrate patterns of behavior, should a driver have multiple infractions. Additionally, the Green-to-Checker initiative tracks incidents by corner, class, run group and driver to look for patterns and opportunities to both make operational changes as well as coaching/mentoring opportunities for specific drivers. Finally, the Club's trial of Flagtronics at the 2023 Runoffs was a good first step toward helping communicate on-track situations more effectively to drivers in their cars. It is incumbent on everyone involved in the events to take steps to improve the on-track experience. These are some of the steps being taken as a National organization and with event officials. We also ask the drivers to work within their communities to help each other, encourage driving with respect and better situational awareness while on track. We recognize that any of these items have both short term and long term benefits. We also recognize that these are not simply Super Tour issues, but that they are amplified at these events because of their high-profile nature.

2. #34630 (Jason LaManna) Runoffs Format Proposal
Jason, The BOD, Staff, and CRB have been considering what, if any, changes might be appropriate to the Runoffs and your presentation touches on many of the key areas under discussion. Thank you for your thoughts and the tremendous presentation.

GT General
1. #34713 (Philip Di Pippo) Makes no sense
Thank you for your letter. Please see letter # 34815 in current Fastrack.

GT3
1. #34803 (Philip Di Pippo) Ginetta GTA Alternate engine
Thank you for your letter. Please see letter # 34815 in current Fastrack.

2. #34815 (Philip Di Pippo) Request to Withdraw Letter #34803
Thank you for your letter. Unfortunately, this is that time when a car just does not fit within the given rule sets of any GT class, and it would be unfair to the rest of the competitors to allow "one off" rules to make an accommodation. The CRB is very sorry that we were unable to classify your Ginetta GTA.

GTX
1. #34605 (Daniel Speer) Verifying GTX Class Eligibility and Restrictions
Thank you for your letter. This car is already classified in GTX Tube Frame @2780 lbs.

<u>Not Recommended</u>
B-Spec
1. #34789 (Matt Wolfe) Lighten the load of the heavier B-Spec cars
Thank you for your letter. BoP has been reviewed by the CRB. Data that has been compiled has shown we have consistency between the makes. Data will continue to be reviewed throughout the 2024 season with adjustments to be made as needed.

2. #34790 (Matt Wolfe) Equalize the weight of the Mazda 2 headers before Runoffs
Thank you for your letter. BoP has been reviewed by the CRB. Data that has been compiled has shown we have consistency between the makes. Data will continue to be reviewed throughout the 2024 season with adjustments to be made as needed.

C-Spec
1. #33799 (Matt Downing) Classify the 2015-2019 Honda Fit in T5
Thank you for your letter. Your request doesn't fit with the philosophy/spirit of C-Spec.

FV
1. #34719 (Stevan Davis) Eliminating FV from the SCCA Ranks/Rain Light
Thank you for your letter. While the rain lights from Lifeline and Cartek that meet FIA Standard 8874-2019, Technical List No. 76, do list a 700 mA current draw, the existing standard of a "15-watt bulb" that many competitors still use represents a current draw of 1250 mA. The 700 mA is therefore a significant reduction in current draw in comparison. Other peripheral items such as data collection, video, and communication devices that competitors have added and have become accustomed to are not directly related to the analysis, because the FV rules permit the use of secondary batteries "to run video cameras/recorders, communications equipment and/or gauges and data acquisition systems." See GCR section 9.1.1.C.11.B. This provision was adopted several years ago to support the addition of such additional peripheral power draws specifically because FVs run total loss electrical systems. In considering the new F/SR rain light rule for 2024, a number of videos from SCCA races were reviewed as were direct comments from competitors and, with safety being paramount, the FIA 2019 standard was ultimately selected, because it was believed to be a well researched and well thought-out standard based on the rigors of open wheel and sports prototype racing. Cost was a concern as was an understanding that many competitors are still running the older lights, meaning that a significant number of people will need to upgrade to a brighter rain light. However, a quick Internet search shows that the Cartek rain light that meets the SCCA 2024 F/SR rain light rule can be found for as low as $168 shipped, while the referenced Afterburner rain light that does not meet the FIA 2019 standard can be found for $110 shipped. Others' experiences may vary. The bottom line is that the decision to go to the FIA 2019 standard was based on safety concerns and consistency in what fellow competitors are able to see, and the $58 difference in cost for what is likely a one-time purchase does not seem excessive in that regard. While low-cost LED truck and trailer lights may appear to be bright, they may not have a sufficient brightness level when viewed at an angle, which is an important factor when racing in close quarters. Again, adopting the FIA 2019 standard covers this concern.

2. #34764 (Stevan Davis) Please back off on the FIA Standard required for Rain Lights
Thank you for your letter. Please see the response to letter #34719 in the current Fastrack.

3. #34816 (Stevan Davis) Why not DOT Rain lights?
Thank you for your letter. Please see the response to letter #34719 in the current Fastrack.

4. #34859 (Thomas Galuardi) NO NEW RAIN LIGHT PLEASE
Thank you for your letter. There has been much discussion and consideration put into the rain light rule for F/SR to be implemented on 1/1/2024. Please see the response to letter #34719 in the current Fastrack. Please note that if you and your corner marshal partners were viewing from slightly above or to the side, perhaps you had a different vantage than that of the competitors, who are roughly at eye level with the rain lights of the cars ahead and being directly behind would be looking through their full water plumes. The committee reviewed numerous in-car videos during rain races leading up to this decision and had input from competitors as well. The committee noted that cars close behind, but slightly off to the side, often have a clearer view of the rain light than did the competitors directly behind.

GCR

1. #34848 (Dean Fehribach) NO EXCLUSIVE FiA Rain Light Requirement; Allow Afterburner Option
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

2. #34881 (Joe Tovo) Age Change from 14 to 13
Thank you for your letter. The Club Racing Board does not recommend reducing the minimum age from 14 to 13 to be compatible with FRP licensing. Please see the response to letter #34998 in the current Fastrack.

3. #34892 (Gabe Fehribach) Repeal New FIA Light for F/SR
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack Technical Bulletins (TB).

4. #34898 (Vaughan Scott) Request Approval of 40-LED 4
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

5. #34899 (Vaughan Scott) Request SRF LED Rain Light Approval for All Open-Wheel Cars
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

6. #34911 (Bill Dennis) GCR Rule 9.3.33.B.2 RAIN LIGHTS
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

7. #34917 (Chip VanSlyke) FIA Rain Lights
Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

GENERAL

1. #34723 (Joe Camilleri) 2024 Runoffs qualifying criteria
Thank you for your letter. The Conference Championship structure is based on a collection of events rather than specific geographic boundaries. Any driver, from any Region, can score points and race in any Conference and drivers can race in multiple Conferences toward multiple point championships and Runoffs qualification. The points are automatically scored in that Conference, regardless of where a driver lives, which Region they belong to or which other races they have participated in that year. Because Conferences are not geographically based like Divisions, drivers do not have a “home” Conference. With no “home” Conference, there would be no guideline of which Conference to add the “out of Conference” races to.

2. #34994 (Mark Goodman) Majors Points Structure
Thank you for your letter. See response to letter #34723 in current Fastrack.

GT2

1. #34819 (Karl Heath) Rule change request
Thank you for your letter. The CRB would like to invite you to take another look at the T1 rules for your car as there have been many recent changes to the T1 class rule sets.

2. #34906 (Robert Kacprowicz) Weight Revision for TA2
Thank you for your letter. This car is classified correctly. We will continue to monitor the SCCA collected DATA.

SM

1. #34883 (Tyler Brown) Allow European Style Fenders in SM

Thank you for your letter. The price comparison you reference is for a brand new OEM part compared to a used part which we don't feel is a relative comparison. Given the fact that new OEM parts as well as used US spec parts are still readily available, the SMAC does not see the need to approve a part that is different. In the future, if the parts become harder to get or become NLA, we can revisit the topic.

2. #34903 (Jerry Brown) Spec Miata Weights

Thank you for your letter. SMAC will continue to monitor entry and finishing results throughout the remainder of the year, will evaluate the data, and will discuss any changes for 2024 after the 2023 Runoffs. Your letter states "decided advantage" and "results are indicating" but you supplied no data to support your position. We do monitor results, entry percentages, trap speeds, and lap times and we have yet to see any data that says the weight increase to NB2 was detrimental to the class. We are happy to look at any data you wish to supply to help further your position on the matter.

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.

FF

1. #34595 (Formula/Sports Racing Committee) Cockpit Safety Barrier Request

In Roll Cages for Formula Cars and Sports Racing Cars, GCR section 9.4.5, add a new section as follows:

"***H. Cockpit Safety Barriers (CSBs)***

Any cage or device shaped as a wishbone or otherwise that is affixed to the Main Hoop and a low Front Hoop must comply with FIA Standard 8869-2018 (Technical List n62) and must be affixed only to chassis/tubs that have been certified by the FIA for installation of such devices. CSBs that are not FIA-approved may be considered by SCCA's Technical Department on a case-by-case basis following development and adoption of crashworthiness standards. "

ITA

1. #33039 (Nicholas Boyeas) Request for Lexan Windows

In GCR, Section 9.1.3.C.9.d., add the following:

"*Lexan front windshield permitted with 20# weight adder. Lexan rear window permitted with 20# weight adder. Lexan side window permitted with 5# weight adder.* Windshield clips and rear window straps per the GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended."

SMX

1. #35107 (Club Racing Board) Ruleset for GCR

In GCR, create ruleset for SMX:

To be released as Race Memo

Taken Care Of

C-Spec

1. #33862 (David Daughtery) Allow B-spec cars to run in C-Spec

Thank you for your letter. Please see letter #33799 in current Fastrack.

General

1. #34573 (Marc Cefalo) Spec Mx5 National Status

Thank you for your letter. Please see response to letter #35107 in current Fastrack.

What Do You Think

None.

RESUMES

B-Spec

1. #33542 (Robert Selck) T5 Resume Submission

Thank you for your letter. All positions on the Advisory Committee are currently filled. Your resume will be held for future openings.

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

DATE: October 20, 2023
NUMBER: TB 23-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #35034 (Club Racing Board) B-Spec Tire
RM 23-11 In GCR Section 9.1.10.7., change as follows:
"*For the remainder of 2023, B-Spec entrants will be allowed to compete on both Hankook and Goodyear Tires*. For B-Spec Tires shall be Hankook 205/50R15 C51, ~~or~~ Hankook 200/580R15 Z217*, P205/50ZR15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851*. For C-Spec: Tires shall be 225/45R17. No mixing of wet and dry tires on the same car. Tires must be run unmodified. *Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024.*"

Electric Vehicle
None.

Formula/Sports Racing
FX
1. #34841 (Moses Smith) FM Rules Update
In FX Table 1, Formula Mazda spec line, replace the specifications referenced in the notes as follows:
See attached

GCR
1. #34837 (SCCA Staff) APPENDIX B.1.4.2 update
In Appendix B, GCR section 1.4.2, change as follows:
"A. The speed and performance differences among the cars may not be extreme.

B. Any Formula classes may be combined with Sports Racing classes.

C. It is ~~more~~ preferable to combine Sports Racing classes with appropriate Formula classes *rather* than with Production or GT classes.

D. It is preferable not to combine FA, ~~FB,~~ FC, ~~FE2~~*FE*, ~~and~~*or* ~~FM~~*FX* with FV*,* ~~and/or~~ F600*, or FF*. FV may be combined with F600 *and FF*.

E. ~~SRF3~~*SRF* may be combined with F and H Production and GTL.

F. Formula classes shall not be combined with cars from any other category except Sports Racing. The only exception is in race groups consisting solely of Vintage/Historic cars.

G. It is preferable not to combine GT1, AS, T1, T2, T3, and STU with P1, P2, ~~SRF3~~*SRF*, FP, HP, or GTL.

H. Vintage cars may not be grouped with any other type of cars at SCCA Regional or U.S. Majors Tour events but may be combined at Drivers' Schools.

I. Vintage/Historic sanctioned race groups may include non-vintage classes."

2. #34998 (Club Racing Board) Clarify minimum age allowed in conjunction with FRP license
In Appendix C, GCR section 2.8.B.11, add the following:
"SCCA Pro Racing licenses (F4, FR, Trans Am, FRP - *14 years of age and older only*)"

General
1. #34599 (Steve Davis) Super Tour Format
In GCR, Section 3.1.1.D.1.c.2. Majors – Conference Events – Minimum Track Time, change as follows:
"Three-day events shall have a minimum of 50 minutes of non-racing track time available per Majors class entry. *One practice session* and ~~*Two*~~*one* qualifying session~~s~~ are recommended. End-of-session hardship policy is recommended."

In GCR, Section 3.1.1.D.2.c.2: Majors – Super Tour Events – Minimum Track Time, change as follows:
"Three-day events shall have a minimum of ~~two (2)~~ *one practice session and one* qualifying session~~s~~ totaling at least 50 minutes of non-racing track time available per Majors class entry. *One practice session* and ~~two~~*one* qualifying session~~s~~ are recommended. End-of-session hardship policy is recommended."

Grand Touring
GT3
1. #34993 (Grand Touring Committee) GT3 TCR 200 TW tires
In GT3 Spec Lines, GT3-TCR, change Notes as follows:
Audi RS3 LMS (16-20) @ 3170 lbs: "Must use ~~200 tread wear~~*any DOT* tires*. No tire shaving permitted. Stock TCR wheels only.*"

Audi RS3 LMS (16-20) @ 3100 lbs: "Must use ~~200 tread wear~~ *any DOT* tires."

Honda Civic Type R (16-20): "Must use ~~200 tread wear~~ *any DOT* tires."

Hyundai 130 N (16-20): "Must use ~~200 tread wear~~ *any DOT* tires."

Volkswagen Golf GTi (16-20) @ 3177 lbs: "Must use ~~200 tread wear~~ *any DOT* tires."

Volkswagen Golf GTi (16-20) @ 3100 lbs: "Must use ~~200 tread wear~~ *any DOT* tires."

GTL
1. #34918 (Wilson Wright Jr) Weight for Nissan Sentra/200SX A 1400's
In GTL Spec Lines, GTL Engines - NISSAN, Engine Family A14, change weight as follows:

"~~1850~~*1800*"

Improved Touring
ITR
1. #33856 (Paul Ronie) TIR for Turbo cars in TIR
In ITR Spec Lines, add to notes as follows:
Audi TT (00-06): "*32mm TIR required.*"

Audi TT Quattro 2000: "*32mm TIR required.*"

Audi TT Quattro 2001-2006: "*32mm TIR required.*"

Mitsubishi Eagle Talon (90-94): "*32mm TIR required.*"

Volkswagen GTI 1.8T (01-06): "*32mm TIR required.*"

Volkswagen Jetta GLS 1.8T (01-03): "*32mm TIR required.*"

Volkswagen Jetta GTI 1.8T: "*32mm TIR required.*"

Volkswagen GTI FSI (06-09): "*32mm TIR required.*"

Volkswagen GTL FSI (06-09): "*32mm TIR required.*"

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
None.

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

CLUB RACING BOARD MINUTES | November 7, 2023

The Club Racing Board met by teleconference on November 7, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #35011 (Evan Pecore) Remove Restrictor Plate on 2011-2014 5.0L Mustangs

Thank you for your letter. In 2024 adjustments will be made for the 2011-2015 Mustang along with other changes to allow more chassis to utilize the 5.0l coyote powertrain. Modifications to the restrictor plate are being considered. Thank you for considering AS and hopefully we will see you on track soon.

FV

1. #35018 (Derek Harding) Wheel Bearings

Thank you for your letter regarding the response to letter #34797 in the October 2023 Fastrack. The statement in GCR section 9.1.1.C.1.B that mass-produced rear axle components may be substituted only if they are of the same material and dimensionally identical to the original VW components is not in conflict with the provision in GCR section 9.1.1.C.10.G permitting non-standard replacement wheel bearings. The "rear axle components" referenced in section 9.1.1.C.1.B include the bearings that support the axle, which are considered axle bearings, while the "wheel bearings" referenced in section 9.1.1.C.10.G are those on the front axles that support the hub and wheel. Please see the response to letter #35150 in this Fastrack's Technical Bulletin clarifying the meaning of the term used in section 9.1.1.C.10.G.

GCR

1. #35026 (Jeff Giordano) Club Sanctioned Contact Rules

Thank you for your letter. SCCA takes contact seriously. Over the past few years SCCA has instituted various changes to address contact and driver behavior on track. APPENDIX P. RACING ROOM & PASSING GUIDELINES was added to the GCR, and forward-facing cameras are required in all SCCA road race events. Drivers and entrants have had the right to protest contact for many years even if contact is not reported. SCCA has tracked driver behavior for many years and has also implemented a comprehensive driver points/tracking system.

GT2

1. #34901 (CJ Cramm) Updating TA2 Rules for GT2 Category

Thank you for your letter. TA2 in GT2, all and including current year TA2 rules must run at 2930 lbs.

EP

1. #35141 (Lance Loughman) Nissan 280zx/280Z Weight Change Request
Thank you for your letter. In EP, the 280Z is classified 135lbs heavier than the 280ZX because the 280Z spec line has the following allowances that the 280ZX does not get:
- Carb option, with two Hitachi-SU with 46mm throttle bores.
- Level1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.

There is no current reasoning for why this should be changed. If the letter writer feels that the 280Z is classified at too high of a weight versus its competitors, and a case can be made for it to receive a weight break, then that could be considered with a sperate letter.

STL

1. #35004 (Bill Damron) Request for Spec Line of Toyota 2zz in STL
Thank you for your letter. This engine doesn't require a spec line. It falls under 2.0 L and is normally aspirated. It is 11.5:1 compression so it has to have the compression lowered when prepared or take the weight penalty of 1.5% as outlined in 9.1.4.2.B.4a. The lift on the intake cam is also greater than .425 so it could be modified to meet our spec or take the weight penalty as outlined in 9.1.4.2.B.5.a.

STU

1. #34953 (Steve Davis) STU VTS Documentation
Thank you for your letter. The car in question was running on the STU Spec Line, not the VTS ruleset.

2. #34978 (Kevin Anderson) SRO TC Subaru BRZ Supercharched Classification Request
Thank you for your letter. Please provide STAC the TCA ruleset that the car will be prepared to, specifics regarding the HKS Supercharger with model number and the pulley sizes and compressor map.

3. #35014 (Chris Childs) Class Parity
Thank you for your letter.

T1

1. #34672 (Tim Myers) Feedback T-1 changes
Thank you for your letter. We will continue to monitor the class.

2. #35022 (Clyde Greene) Requesting cars for inclusion in Approved Cars and Engines
Thank you for your letter. The Vantage is listed with max displacement of 6 liters. The 4.7 could compete on spec line #1030.

T2

1. #34055 (Andrew Aquilante) Request BoP Viper acceleration and tires.
Thank you for your letter. Not recommended at this time.

2. #34068 (Andrew Aquilante) Response to Letter 33908 Response
Thank you for your letter. Not recommended at this time.

3. #34195 (Scotty B White) Viper -v- Porsche
Thank you for your letter. Not recommended at this time.

4. #34197 (Scotty B White) Viper -v- Porsche **CORRECTION**
Thank you for your letter. Not recommended at this time.

5. #34346 (David Sanders) Request to Remove Aero from Spec Lines
Thank you for your letter. You are correct. Aero items are not normally an item that is allowed in Touring 2. The Porsches in question were given those allowances over a decade ago. In the intervening time, the balance of power has been established with those allowances. If those aero allowances allowed the car to corner too well, it was likely reflected in the car's race weight.

Completely banning aero in T2 creates difficulty for members that already have it. What's more important, allowing aero on a case-by-case basis lets us class spec cars and purpose-built cars, which the class sorely needs. Very few late model cars are entering the class, unless they are built at the factory. We need to be willing to accommodate cars like the M240iR, the Spec Corvette, the Mustang Darkhorse and others. Otherwise, the average age of the cars in the class will soon exceed 20 years. We just need to ensure that the balance of power in T2 is maintained.

T3
1. #34150 (Kelly Peebles) T3 Boxster S GCR request
Thank you for your letter. Please go through the SPB rules and identify which parts and part numbers you'd like to include in the other spec line. Please submit another letter before the end of the year with specific information.

2. #34909 (Ben Slechta) 350Z Front Fascia Addition Request
Thank you for your letter. The header, "Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)" indicates that any NISMO, Track, Touring, or standard body work from 03-08 is permitted.

Not Recommended
B-Spec
1. #34812 (Josh Schmidt) Sonic Brake Caliper Pistons
Thank you for your letter. The request to change caliper piston material does not fit with class philosophy.

2. #34818 (Pavel Chumak) Mini Cooper Transmission
Thank you for your letter. Alternate transmission for the Mini Cooper, or any other brand, does not fit class philosophy.

3. #34889 (Patrick LaMontagne) RE: #34325B-/C-Spec Batteries
Thank you for your letter. The wording and intent of the current rule is sufficient as written.

4. #34925 (James Bell) Onboard Tuners
Thank you for your letter. The current rule is sufficient as written.

C-Spec
1. #34858 (Mark McCaughey) Support for Touring 5 and C-Spec
Thank you for your letter. The rules and classifications are sufficient as written.

2. #34935 (Josh Reinard) RedShift Concerns
Thank you for your letter. The current suspension options are sufficient as written.

EV General

1. #34585 (Paul Gauzens) PE Sports Racing Cars - Brake Lights

Thank you for your letter. GCR section 1.2.3.C.2 states that "Specific class rules in the Category Section of the GCR shall take precedence over the general Category Rules and the General Technical Specifications." Therefore, a particular class's rules may override the requirement in GCR section 9.3.32.A that "All non-Formula cars shall have two operating red brake lights." Brake lights have never been required in the existing prototype classes: The P1 and P2 rules state in GCR sections 9.1.8.B.A.2 and 9.1.8.C.B.2, respectively, that "Brake lights are not required." The PE rule duplicates the longstanding rule in the P1 and P2 classes.

F6

1. #35180 (Keith Joslyn) F6 alternate ignition system

Thank you for your letter. The Club Racing Board does not recommend allowing the SPARKER DC-CDI-P2 Race ignition at this time, but will revisit the issue if additional information is submitted on its features and whether it provides an on-track advantage. Please see the response to letter #35186 in this Fastrack's Technical Bulletin correcting the SPARKER DC-CDI-P2 part number error.

FA

1. #34979 (David O'Leary) Request to Move FB TO FC

Thank you for your letter. Runoffs attendance in recent years has been carefully reviewed, as has the competitiveness of F1000 cars with the other FA cars, and the results do not support a claim that F1000 cars cannot be competitive in FA, particularly when using modified older or current (newer) 1000cc engines rather than the original stock engines. An F1000 car qualified third quickest out of 18 entries in the 2021 Runoffs at the Indianapolis Motor Speedway. In the 2022 Runoffs at Virginia International Raceway, F1000 cars qualified second and third quickest and finished first and second in the race. The low FA entry numbers at the 2023 Runoffs do not reflect the class's normal participation level. During the 2023 season, FA averaged 3.5 cars per U.S. Majors Tour event, which placed the class 14th out of the 25 Runoffs-eligible classes. Given the competitive performance and entry numbers of F1000 cars during the 2022 Runoffs, no basis is seen for claiming that the low FA entry at the 2023 Runoffs was the result of negative performance expectations for F1000 cars. Low entries are often less of an indication of performance expectations within a class and more of an indication of how classes are attracted to particular venues. For example, the 2023 Hoosier Super Tour event at Virginia International Raceway had just three FA entries, while the 2023 Hoosier Super Tour events at the Circuit of the Americas and Road America had 19 and 20 FA entries, respectively. The 2023 Runoffs FA entries duplicated this trend. Apart from the apparent competitiveness of F1000 cars in FA seen in recent years, which weighs against a need to restrict other FA cars or to reclassify F1000 cars, F1000 cars do not satisfy the formula in FC, and the FC rules expressly state that "spec line cars" and performance balancing are disfavored in that class. F1000 cars were not reclassified to "save" the FA class: The F1000 (FB) class was discontinued as a U.S. Majors Tour class because of chronically low participation. In 2016 and 2017, participation dropped to 2.8 cars per Majors event. In 2018 the average participation continued to decline to 1.1 cars per Majors event, and in 2019 the class averaged just 0.67 cars per Majors event. In light of this well-documented downward trend, there was no expectation that F1000 would "save" the FA class; the cars were reclassified in FA to give them a place to run where they could be competitive. In fact, the participation level near the end of the separate F1000 class continues to this day, despite the proven competitiveness of the cars in FA in recent years. In 2023, F1000 cars accounted for 0.67 cars per Majors event — identical to their participation in the final year of the F1000 class, which leaves no basis for expecting that participation of F1000 cars would increase if they were moved to a different class.

P1

1. #35000 (Bob Monette) Consider Ligier LMP 3 and 4 in P1 Class

Thank you for your letter. The Club Racing Board does not recommend this change. LMP cars were originally classified in the Prototype X (PX) class, which was intended to provide a place for members to race unmodified prototype cars that had previously run with GT-type cars in professional racing series such as IMSA, Grand-Am, etc. It was understood from the beginning that PX cars such as LMPs would be grouped with big-bore GT, Sedan, and Touring cars (GT1/GT2/AS/T1), because the cars had too much mass and too much straight-line speed to be safely grouped with F/SR classes such as P1, P2, FA, FC, FE2, and FX. Ultimately, because both PX and GTX were non-points, non-championship classes in which a Balance of Performance (BoP) formula was not used, there was no need for two non-points, non-championship, non-BoP classes in the same run group. Reclassification of the PX cars into the GTX class did not change the LMP cars' original run group. In addition, GTX cars such as the LMP do not fit within the class philosophy and specifications of the P1 class, which runs under a BoP formula to promote closely-matched performance between cars, unlike the GTX class. The P1 rules accordingly prohibit V-8 and V-6 engines like those used by LMP cars, which would be well outside the BoP standard for P1. Further, LMP cars such as the Ligier are 800-1200 pounds heavier than P1 cars and other F/SR cars with which they would be grouped on track, meaning that some cars would be less than half the Ligier's weight. This is undesirable from a safety standpoint. The referenced height differences of 5.0 to 7.5 inches between cars in the GTX class's run group are not uncommon in other race groupings in the SCCA, and drivers are accustomed to adjusting to this by being more observant when running together.

P2

1. #34947 (Eric OBrien) P2 Spec Line Cars - 1005cc Engine FPIR Change Request

Thank you for your letter. The Club Racing Board does not recommend this change. The SCCA Power Factor formula and the collection of on-track data for use with a Balance of Performance (BoP) standard have allowed the CRB to fine-tune performance levels in the P2 class in recent years. While this system is not perfect, it has helped to maintain parity between the types of cars from which data has been collected. The current rules have resulted in a good balance among the cars that participate in U.S. Majors Tour events and at the Runoffs level. The request to eliminate flat plate intake restrictors on 1005 cc and smaller engines for all Spec Line Cars to improve their top-speed performance relative to other cars would require the CRB to disregard the SCCA Power Factor formula and the BoP standard, which focuses on balancing performance at speeds where aerodynamic loads have not yet begun to dominate acceleration rate — namely in the 60-100 mph range. Because aerodynamics can be changed on a chassis from track to track and, indeed, from session to session, balancing performance in higher speed ranges would result in data that varies with the aerodynamic tune of a chassis. When the data varies, the primary performance measurement that the CRB has successfully used in the performance-parity process loses its ability to make accurate comparisons between cars. The BoP standard is used in P2 to equalize, as closely as possible, acceleration rate between 60 and 100 mph, and the current restrictors provide that balance for cars in the P2 class, including for Spec Line Cars with engine sizes 1005 cc and less. In order to make adjustments to the restrictor size and/or weight of a specific car/engine combination, the CRB needs to have on-track data to be able to make accurate comparisons. If a competitor believes a particular car/engine combination is out of line with the class BoP standard, it is incumbent upon the competitor to contact the CRB in advance of entering and competing in a U.S. Majors Tour or Hoosier Super Tour event to allow the CRB an opportunity to gather the relevant data and make appropriate adjustments if warranted.

GTL

1. #35016 (David Blain) Requested Changes to the GTL Class

Thank you for your letter. All engines of 1375 cc and larger displacement must run a restrictor. You are welcome to modify your car to the full extent of the GTL rules. As for your IRS weight reduction request the current 2.5% IRS penalty has recently been reduced to 1.25%, please see letter # 35012 in current Fastrack.

IT General

1. #35062 (Jose De Miguel) Lexan Windshields Etc.
Thank you for your letter. The ITAC agrees that replacement glass for many of these cars is difficult if not impossible to obtain. Regardless, the Lexan does represent a weight advantage thus the weight adder.

ITB
1. #32752 (Elliot Carter) Request Fiberglass Panel Allowance for IT Cars for Cost Reduction
Thank you for your letter. The allowance of fiberglass panels is not in keeping with the philosophy of the class. The ITAC will query participants in the future about such a change.

EP
1. #34463 (Randall Smart) Classify Nissan (Datsun) PL 510 in EP
Thank you for your letter. This chassis was never sold in the US with a 1.8L engine, nor did a prior classification ever exist that could be re-instated, and the current direction for the Production Category is to not create any new full-prep classifications. Due these points, creating this classification is not recommended.

ST General
1. #35090 (Bill Damron) Request for Inclusion of Spoiler in Rules for Wings
Thank you for your letter.

STL
1. #35089 (Sean Duncan) Allow Replacement of Bumper reinforcement with Aftermarket
Thank you for your letter. Rule is adequate as written.

STU
1. #33811 (Joe Moser) Request Porsche 944 BOP Adjustment
Thank you for your letter. Data does not currently support BoP adjustments at this time. We will continue to watch the performance of this car through 2024.

2. #34952 (Steve Davis) STU Power to Weight Change
Thank you for your letter. We will take it in to consideration as we move forward.

T1
1. #35077 (Michael MCALEENAN) Mclaren gt4 weight break and tire help
Thank you for your letter. Recent changes were made to tires regarding T1 GT4 cars.

T3
1. #34614 (Aaron Stehly) Weight Reduction for 2006-2010 VW GTI
Thank you for your letter. In letter 34414 in current Fastrack, we made a positive adjustment that helps this car. We will continue to monitor the car.

Recommended Items

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

B-Spec

1. #34852 (Luke Russell) Shift Knobs - Aftermarket
In GCR, Section 9.1.10.E., add the following:
"*49. Aftermarket shift knobs are allowed and shift levers mat be bent or extended, however the shift linkage must remain stock and may not be modified in any way.*"

C-Spec

1. #34910 (James Rogerson) #34460, Is this a rule for BSpec or CSpec?
In GCR, Section 9.1.10.E.36, change as follows:
"Suspension: ~~B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. C-Spec competitors may use the OEM Suspension, the specific suspension kit approved on the spec line or TBD.~~ Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. ~~Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. For B-Spec the maximum spring rate is 500# front and rear, for C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear.~~ Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed. Springs are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed.

B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. For B-Spec the maximum spring rate is 500# front and rear.

*C-Spec competitors may use the OEM Suspension, **or** the specific suspension kit approved on the spec line. For C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear.*"

GT2

1. #35160 (Grand Touring Committee) GT2 TB for 9.1.2.15.D

In GCR, Section 9.1.2.15.D.1., change as follows:

"The wing shall be mounted to the ~~trunk/deck lid~~ *trunk lid upper surface / deck lid upper surface* with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is ~~at least 2.0~~ *between 4.0 and 30.0* inches inboard of endplates*, including the entire exposed vertical structure*. The wing, and the portion of the mounting brackets located externally to the ~~trunk/deck lid~~ *trunk lid upper surface / deck lid upper surface*, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the ~~trunk/deck lid~~ *trunk lid upper surface / deck lid upper surface* to allow the two parts of each bracket to be fastened together. *The exposed side view portion of the wing mounting brackets / posts shall not exceed 100 square inches each. Curved brackets / posts will be measured as if they are in a flat plane as viewed from the side. Mounting brackets / posts must have no additional aerodynamic purpose.*"

GT3

1. #35012 (Armen Megregian) Unibody Car Considerations in GT3, GTL

In GCR, Section 9.1.2.F.5., change as follows:

"Cars classified in GT2-Lite running front engine, rear wheel drive (RWD) may use independent rear suspension (IRS), by choice at a weight increase equal to ~~2.5~~*1.25*% of the car's specified weight."

Prod General

1. #34315 (Steve Sargis) Fuel Injection

In GCR, Section 9.1.5.E.1.b.2., change as follows:

"~~Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.~~*Classifications that have no fuel injection allowance on their spec line may substitute a fuel injected throttle body in place of each of its permitted carb(s). This alternate throttle body must have a* ***Choke*** *with the same diameter of the approved carb(s). A* ***Flat Plate Intake Restrictor*** *matching the specified choke dimension may also be used. The fuel injector(s) must be part of the throttle body.*"

In GCR, Section 9.1.5.E.1.b.3., change as follows:

"~~Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.~~*Stock carb(s), permitted alternate side-draft carb(s), permitted alternate downdraft carb(s), and permitted alternate fuel injected throttle bodies can use an adaptor plate/spacer to mount to the permitted intake manifold, in addition to any stock spacer. Material for the adaptor plate/spacer is unrestricted. No adaptor plate/spacer can serve any purpose other than to space out and/or mate to the permitted intake manifold. The adapter plate/spacer cannot create a plenum or change the orientation of the mounting. The bore diameter of the adaptor plate/spacer is unrestricted. The maximum thickness for the adapter plate/spacer and any stock spacer (if used) is 1.25". For the purpose of these rules an Isolator is a Spacer.*"

In GCR, Section 9.1.5.E.2.b.2., change as follows:
"~~Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.~~*Classifications that have no fuel injection allowance on their spec line may substitute a fuel injected throttle body in place of each of its permitted carb(s). This alternate throttle body must have a* ***Choke*** *with the same diameter of the approved carb(s). A* ***Flat Plate Intake Restrictor*** *matching the specified choke dimension may also be used. The fuel injector(s) must be part of the throttle body.*"

In GCR, Section 9.1.5.E.2.b.3., change as follows:
"~~Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.~~*Stock carb(s), permitted alternate side-draft carb(s), permitted alternate downdraft carb(s), and permitted alternate fuel injected throttle bodies can use an adaptor plate/spacer to mount to the permitted intake manifold, in addition to any stock spacer. Material for the adaptor plate/spacer is unrestricted. No adaptor plate/spacer can serve any purpose other than to space out and/or mate to the permitted intake manifold. The adapter plate/spacer cannot create a plenum or change the orientation of the mounting. The bore diameter of the adaptor plate/spacer is unrestricted. The maximum thickness for the adapter plate/spacer and any stock spacer (if used) is 1.25". For the purpose of these rules an Isolator is a Spacer.*"

SM

1. #34879 (Marc Cefalo) Request to Allow 90-97 Cars to Space the Steering Rack
In GCR, Section 9.1.7.3., add the following:
"*w. Steering rack on 1990-97 cars may be shimmed between the rack and subframe at its two mounting locations. Each rack mount utilizes two bolts; both bolts must pass through each shim at that location. Shims must be the same dimensions and be made from aluminum or steel. Total thickness of shims can not exceed 12.70mm (0.50 inch) in thinness/width.*"

STU

1. #34908 (Cameron Wagner) Allow Vents on Front Fenders for Mid/Rear Engined Cars
In GCR, STU Specific Technical Regulations, Section 9.1.4.1.A.2., add the following:
"Hoods may have a maximum of 2 vents installed for cooling purposes. *Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes.* The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood *or fender(s)* profile. Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.

T2-T4

1. #35070 (Scotty B White) Door Bar Weight Solution
In GCR, Section 9.1.9.2.D.8.4.c., change as follows:
"All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers. *Front doors- Inner door skin, and window hardware, may be removed to reduce weight. Front factory door bars may be removed if the roll cage adequately protects the driver. Rear doors (if equipped)- Inner door skin, factory door bars window hardware may be removed provided rear windows are securely fastened in place.*"

Taken Care Of

B-Spec

1. #35033 (James Bell) Alternate Transmission Shifters
Thanks for your letter. Please see letter #34852 in current Fastrack.

F

1. #34356 (Joe Griffin) Halo Documentation
Thank you for your letter. Please see the response to letter #34595 in the November 2023 Fastrack.

GT General

1. #35170 (David Gomberg) Follow-up on Letter 34453
Thank you for your letter. Please see letter # 34453 in current Fastrack.

T1

1. #34272 (Craig Anderson) LS2 For C5 Corvette
Thank you for your letter. See letter # 33764 in current Fastrack.

2. #35190 (Touring Committee) Remove HST requirement from T1 GT4 cars
Thank you for your letter. Please see letter # 35162 in current Fastrack.

T2-T4

1. #34763 (David Fiorelli) Porsche Cayman in T3
Thank you for your letter. Your concern has been corrected in letter # 34891 in current Fastrack.

T3

1. #35157 (Ben Phillips) Request to Classify Spec E9X
Thank you for your letter. Please see letter # 34791 in current Fastrack.

What Do You Think

None.

RESUMES

None.

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

DATE: November 20, 2023
NUMBER: TB 23-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 12/1/2023. 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/T5
1. #34820 (Dean Fehribach) Mazda 3i 2010-2013 5-Speed Manual Gear Ratios
In C-Spec Spec Lines, Mazda 3i (10-13), change Gear Rations as follows:
"3.3, ~~3.84??~~*1.84*,
1.31, 0.97,
0.75”

2. #34955 (Frank Schwartz) Error Correction
In C-Spec Spec Lines, Dodge Dart (14-16), change as follows:
Year: "(1413-16)"
Bore x Stroke(mm)/ Displ. (cc): "88.0 x ~~97.0~~*82.0*
~~2360~~*1998*"

Electric Vehicle
None.

Formula/Sports Racing
F6
1. #34971 (brad smith) Please Increase Replacement Piston Availability for 593 Non-H.O.
In F6, GCR section 9.1.1.D.14.H.1, change as follows:
"Kawasaki and Rotax 494~~/~~*,* 493*, and 593 non-HO* engines:"

In F6, GCR section 9.1.1.D.14.J.3, change as follows:
"Rotax 593 non-HO engine only: Rotax OEM 0.010" overbore piston (P/N 420889171)*; ProX # 01.5699.050 (0.50mm overbore)*."

2. #35186 (Formula/Sports Racing Committee) Correct Part Number Error for SPARKER Ignition
In F6, GCR section 9.1.1.D.14.M, change as follows:
"Alternate ECU for Rotax engines: The use of the Ingi Tech Sparker ignition part number DC~~P~~-CDI-P2 is permitted."

FV
1. #35150 (Formula/Sports Racing Committee) FV Wheel Bearing Clarification
In FV, GCR section 9.1.1.C.10.G, change as follows:
"*Front* ~~W~~*w*heel bearings"

P2

1. #35182 (Formula/Sports Racing Committee) Correct Table 1 for Engine Date Range Specifications

In P2 Table 1, change as follows:

P2 Table 1 (Spec Line Cars)

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

			P2 Engine Table B.1 2010 and older Stock Kawasaki	*38.5mm*	minimum width 52 inches. AMAC-AM5: minimum width 54 inches.
			P2 Engine Table B.1 2008 and older Stock ~~Engine~~ *Suzuki, Yamaha, Honda, BMW*	38.5mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950 lbs. 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Stock Engine 1050 lbs. 1345cc max	P2 Engine Table B.5	33mm	

GCR
None.

General
None.

Grand Touring
GT General
1. #34453 (David Gomberg) Errors in GTCS Headings and Use of the Terms Category and ClassChange existing GTL and GTA Rules from the current (or before) Table of Contents (TOC), to what is shown in the after TOC.

GTL spec lines will now be contiguous with GT2 and 3 spec lines.

GTA category and spec lines will be moved and renumbered behind GTL. GTA Section will not change but page numbers will, (as shown in Red italics).

9.1.2.F. GT-2, 3, LITE Category Specifications 314
GT2 Cars 327
GT2/ST 341
GT3 Cars 348
GTL Cars *364*
GTA Cars *377*

9.1.2.H. GTX Category Specifications 389
GTX- SRO GT4 392
GTX- TCR 393
GTX- MISC. 393
Table 4 394

GT3

1. #35019 (warren Montague) Toyota Engine Classification Request
In GT3 TOYOTA Engines, classify Toyota 3S as follows:

GT3 TOYOTA Engines -

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
3S	*DOHC*	*84.2*	*90.1*	*1998*	*Alum. Crossflow*	*4*	*Unrestricted*	*1960*	

3. #35171 (Grand Touring Committee) GT3 2.0L SIR & weight
In GT3 Spec Lines, GT3 Cars, change as follows:

"Acura	F20C	1997cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
	K20A	1988cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Audi		1984cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
BMW		1895cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Chevrolet		1998cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Chrysler/Dodge/Plymouth		1997cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Ginetta	MZR	1999cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Honda	F20C	1997cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
	K20A	1988cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Mazda	MZR	1999cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Mitsubishi/Eagle		1997cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
Nissan	QR25DE/DD	1988cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
SAAB		1985cc	~~32mm SIR – May run unrestricted at 2195lbs.~~
VOLKSWAGON		1984cc	~~32mm SIR – May run unrestricted at 2195lbs.~~

GTL

1. #34842 (Peter Zekert) Small Engines in GT Lite
In GCR, GTL Cars, create new sub chart as follows:
In GTL change weights for unrestricted engines under 1399cc as follows:

Alfa Romeo	1130cc	~~1605~~	*1565*
	1290cc	~~1605~~	*1565*

	1357cc	~~1605~~	*1565*
AMC/Renault	1289cc	~~1660~~	*1619*
Triumph Spitfire	1147cc	~~1530~~	*1492*
mini	1275cc	~~1570~~	*1531*
	1380cc	~~1650~~	*1609*
Sprite/Midget	1275cc	~~1680~~	*1638*
	1380cc	~~1760~~	*1716*
	1399cc	~~1780~~	*1738*
mini w/X-Flow Head	1275cc	~~1700~~	*1675*
Sprite/Midget w/X-Flow Head	1275cc	~~1810~~	*1765*
Triumph Spitfire	1296cc	~~1680~~	*1638*
Fiat	1116cc	~~1365~~	*1331*
	1290cc	~~1595~~	*1555*
Fiat w/1500 block	1290cc	~~1620~~	*1579*
Ford	1198cc	~~1550~~	*1511*
	1297cc	~~1550~~	*1511*
Honda	1170cc	~~1590~~	*1550*
	1237cc	~~1675~~	*1633*
Mazda	1272cc	~~1680~~	*1638*
	1296cc	~~1645~~	*1604*
Nissan	1171cc	~~1550~~	*1511*
	1237cc	~~1645~~	*1604*

	1310cc	~~1685~~	*1643*
A12 W/a14 block	1237cc	~~1665~~	*1623*
	1288cc	~~1720~~	*1677*
Nissan	1368cc	~~1760~~	*1716*
Subaru	1189cc	~~1545~~	*1506*
	1267cc	~~1675~~	*1633*
Toyota	1166cc	~~1610~~	*1570*
	1290cc	~~1645~~	*1604*
Volkswagen			
Siamesed Intake Port	1285cc	~~1520~~	*1482*
Dual Intake Port	1285cc	~~1615~~	*1575*

2. #35020 (Peter Zekert) Request to Classify Honda Fit body in GTL
In GTL Honda Cars, classify Honda Fit as follows:

GTL HONDA Cars -

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
FIT	*2009-13*	*2 Dr.*	*FWD*	*99.0*	Alternate wheel bases 94.0” 97.0”

Improved Touring
None.

Legends Car
None.

Production

1. #35002 (Adam Achepohl) Porsche 944/924S Rule Change Request
In EP Spec Lines, delete the Porsche 944/924S 2.5L (2V) (83-88) spec line entirely, and create a new spec line for Porsche 944/924S 2.5L(2V) 2.7L(2V) (83-89) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 944/924S 2.5L (2V) 2.7L (2V) (83-89)	*2*	*2250CC * 2306 ** 2363 2300CC * 2358 ** 2415*	*4 cyl SOHC*	*100.0 x 78.9 (3.94 x 3.11) 104.0 x 78.9 (4.09 x 3.11)*	*2479 (151.2) 2681 (163.6)*	*Alum*	*Alum*	*2479cc: (I) 45.0 / (1.77) (E) 40.0 / (1.57) 2681cc: (I) 48.0 / (1.89) (E) 40.0 / (1.57)*	*Fuel Injection*	*2400 / (94.5)*	*1586 / 1557 (62.5 / 61.3)*

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*	*282 / (11.9) Disc 289 / (11.4) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500". Dry sump is allowed. Can use the stock fuel tank if stock rear bumper and bumper support structure retained.*

2. #35054 (ANTHONY PARKER) Triumph GT6 Adjustments
In EP Spec Lines, Triumph GT6, change weight as follows:
"~~1830~~*1800*"

FP
1. #35030 (Keith Church) FP and HP Toyota Corolla
In FP Spec Lines, Toyota Corolla 2TC (71-74), change weight as follows:
"~~1853~~*1810*"

In HP Spec Lines, Toyota Corolla (71-74), change weight as follows:
"~~1960~~*1910*
* ~~2009~~*1958*
** ~~2058~~*2006*"

HP
1. #35031 (David Reiter) Weight Reduction for Mazda 626
In HP Spec Lines, Mazda 626 (84-87), change weight as follows:
"~~2300~~*2200*
*~~2358~~2255

**~~2415~~2310"

2. #35115 (Enrik Benazic) Request to Adjust Weight of 1988-1991 CRX/Civic
In HP Spec Lines, Honda CRX 1.5 (88-91), change weight as follows:
"~~2245~~ *2175*
*~~2301~~*2229*
**~~2357~~*2284*"

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
T1
1. #33764 (Craig Anderson) New T1 add spec line for C5 corvette LS2 engines (Copy from C6)
In T1 Spec Lines, classify Chevrolet Corvette C5 ('97-'04) – Includes: Z06, Coupe, Convertible as follows:

T1	*Spec Line Number*	*Maximum Displ.*	*Min. Weight*	*Required Restrictor*	*Engine Notes*	*Chassis Notes*
Chevrolet Corvette C5 ('97-'04) – Includes: Z06, Coupe, Convertible	1133	LS2- 6000	3300	72mm Flat Plate Restrictor	May resleeve to stock parameters for engine repair or replacement	*Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs The following parts are permitted, with a 50lb decrease from base weight, in lieu of the aero options permitted in 9.1.9.1.B: (C7Carbon Rear- Spoiler CCC5 EX-RSB-GB, Vented Front Splitter CCC5- FS-GB, Side Skirts CCC5 SS-GB.)*

2. #34403 (Ed Gless) 2004 - 2006 Pontiac GTO Re-Integration Back Into T1
In T1 Spec Lines, classify Pontiac GTO 2006-2009 as follows:

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Pontiac GTO 2006-2009	*1595*	*LS2 – 6000*	*3400*	*72mm – Flat Plate*	*May Resleeve to stock parameter for engine repair or replacement*	
	1596	*LS3 - 6160*	*3500*	*61mm – Flat Plate*	*May Resleeve to stock parameter for engine repair or replacement*	

3. #34561 (Scotty B White) Request to Classify Porsche 997-1 GT3 Cup
In T1 Spec Lines, delete the Porsche 996 GT3 Cup car from the standard spec lines and classify "Homologated car" section as follows:

T1 – Homologated Cars						
Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Perform-ance Control***	***Chassis Notes***
Porsche 996 GT3 Cup (98-04)	*4200*	*May Conform to Trans Am SGT Rules*	*3000*	*Cars must be prepared in accordance with the appropriate model/ year Porsche factory 911 GT3 Cup parts catalog/service manual.* *Drivers must have the correct year manuals as they apply to their specific car in their possession.*		*Side door windows must be removed. 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) provided they do not exceed 18x9 F and 18x11 R Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations*

						with the stock, unmodified pick up points. Springs are free. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/ camber/toe is not allowed. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. Performance alternative header permitted. No other touring modifications or allowances permitted except as noted in this spec line.

In T1 Spec Lines, strike spec line 1670- Porsche 996 GT3 Cup (98-04) in its entirety.
In T1 Spec Lines, Homologated Cars section, classify the following:

T1 – Homologated Cars					
Spec Line Number	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Perform-ance Control***	***Chassis Notes***
4210	*May Conform to Trans Am SGT Rules*	*3050*	*Cars must be prepared in accordance with the appropriate model/ year Porsche factory 911 GT3 Cup parts catalog/service manual.* *Drivers must have the correct year manuals as they apply to their specific car in their possession.*		

4. #34897 (Heath Karl) C7 Corvette Rule Change Request
In T1 Spec Lines, classify Chevrolet Corvette C7 (14 - 19) - Includes Z51, Grandsport as follows:

T1 – Homologated Cars

Make & Model	***Spec Line Number***	***Tire Size (max)***	***Min. Weight with driver (LBS)***	***Must Conform To***	***Perform-ance Control***	***Chassis Notes***
Porsche 997.1 GT3 Cup (06-08)	*4210*	*May Conform to Trans Am SGT Rules*	*3050*	*Cars must be prepared in accordance with the appropriate model/ year Porsche factory 911 GT3 Cup parts catalog/service manual.* *Drivers must have the correct year manuals as they apply to their specific car in their possession.*		

5. #35092 (Clark Nunes) Camaro Gen 5 Weight Reduction Due to Competitive Disadvantage
In T1 Spec Lines, Gen 5 Camaro, change as follows:
Spec Line 1130 - Minimum Weight "~~3550~~*3475*"
Spec Line 1135 - Minimum Weight "~~3550~~*3475*"
Restrictor Required "~~70mm~~*75mm-Flat Plate*"

6. #35105 (Clyde Greene) Addendum to Letter #35022: Drivetrain Rule
In T1 Spec Lines, Aston Martin Vantage, add to Chassis Notes as follows:
"*OEM Sportshift II transmission permitted.*"

T2

1. #35122 (Clark Giguiere) M2 CS RACING
In T2 Spec Lines, BMW M2 CS Cup 2020-, add to Notes the following:
"*Hood vents conforming to 9.1.9.2.D.8.a.7 are permitted.*"

T3

1. #34414 (Allen Briere) 2006-10 Volkswagen GTI - Weight Reduction request and KO4 Turbo
In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), change Notes as follows:
"Turbo Inlet Restrictor ~~36mm~~*37mm*"

2. #34612 (Aaron Stehly) Adding Model Years to T3 Golf R Spec Line
In T3 Spec Lines, Volkswagen Golf R (15-16), change year as follows:
"(15- ~~16~~*18*)"

3. #34613 (Aaron Stehly) Rear Camber Arms for T3 VW Golf R
In T3 Spec Lines, Volkswagen Golf R (15-16), add to Notes the following:
"*Verkline WAS-048 camber arms permitted.*"

4. #34791 (Ben Phillips) Classing Spec E90 Cars in SCCA
In T3 Spec Lines, classify BMW Spec E9X as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW Spec E9X								*2975*	*Must conform to all SpecE9X rules Version 2.10. Spec E9X 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.* *THIS SPEC LINE DOES NOT QUALIFY FOR SCCA RUNOFFS COMPETITION UNTIL IT HAS BEEN REPRESENTED IN 3 SCCA SUPER TOUR EVENTS.*

5. #34891 (Todd Lamb) Porsche Cayman Transmissions and Ratios
In T3 Spec Lines, change gear ratios and final drive ratios 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:
Porsche Cayman (09-12)	89 x 77.5 2900	2415	18 x 9	245	~~3.50, 2.12, 1.43, 1.09, 0.84, .78, .62~~ *6-SPD 3.667, 2.050, 1.407, 1.133, 0.972, 0.841* *PDK 3.909, 2.292, 1.654, 1.303, 1.081, 0.881, 0.617*	~~3.88~~ 6-SPD 3.875 PDK 3.250	(F) 286 (R) 276	*3150*	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed.

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Cayman (13-16)	89 x 72.5 2700	2415	18 x 9	245	~~3.62~~ ~~2.05,~~ ~~1.46,~~ ~~1.13,~~ ~~0.97,~~ ~~0.84~~ *6-SPD 3.67, 2.05, 1.46, 1.13, 0.97, 0.84* *PDK 3.91, 2.29, 1.65, 1.30, 1.08, 0.88, 0.62*	~~3.89~~ *6-SPD 3.89* *PDK 3.250*	315 (f) 300 (r)	3225	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed

6. #35048 (Allen Briere) TIR location requirement in VW Golf Spec lines
In T3 Spec Lines, Volkswagen GTI (2013), change Notes as follows:
"Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 36mm required *max 60mm from impeller*. R32 model brake package allowed. Verkline WAS-048 camber arms permitted."

In T3 Spec Lines, Volkswagen Golf R (15-16) change Notes as follows:
"Max spring rate 800 F&R, Max swaybar 38mm F, 42mm R. 36mm TIR required *max 60mm from impeller.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Christopher R Buccola vs. SOM COA Ref. No. 23-18-CN
November 14, 2023

FACTS IN BRIEF
Following the Sunday, October 8, 2023, SRF race at the Chicago Region Fall Sprints held at Blackhawk Farms Raceway, Chief Steward Paula Spencer filed a Request for Action (RFA) to investigate contact between SRF #55, driven by Andrew Garbisch, SRF #2, driven by Steve Ross, and SRF #38, driven by Christopher Buccola, with Cars #55 and #2 unable to continue after impacting the Armco.

The Stewards of the Meeting (SOM) Karen Crider, Mike Smith, Corky Swanson, and Doug Johnson (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Buccola violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact), B. (Allow racing room), and D. (Overtaking driver responsibilities). The SOM imposed a penalty of "move to last position in class" and assessed 2 penalty points against Mr. Buccola's competition license.

Mr. Buccola appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) James Foyle, Lee Hill, and Costa Dunias, (Chairman) met on November 9, 2023, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Christopher Buccola, submitted October 18, 2023.
2. Notification of Appeal, received October 30, 2023.
3. Official Observer's Report, in-car videos, and related documents, received November 1, 2023.
4. Email from Andrew Garbisch, received on October 31, 2023
5. Input from Doug Johnson, CSOM, received November 2, 2023.
6. Email from Steve Ross, received November 7, 2023.

FINDINGS
In his appeal, Mr. Buccola asserted the SOM were mistaken. He argued the contact could be considered a "racing incident", as Car #55 potentially shared responsibility. He also alleged Mr. Garbisch left the racing surface prior to the contact. Mr. Buccola submitted edited video segments with overlays stating why, in his opinion, he did not violate GCR 6.11.1.A., B., and D., as well as a "reference lap" video showing his typical

line through the corner. He also supplied AIM race data of the incident alongside data tracing his normal line through that part of the track.

The COA thoroughly reviewed all available evidence, including new statements and video not seen by the first court. Review of several videos shows Car #55 was on the left side of the track following Car #16 (the leader) entering Turn 1 immediately after the green flag. Car #38 was to the right of and attempting to pass Car #55, while leaving more than adequate racing room. Cars #16 and #55 took a wide line through Turn 1, utilizing the paved apron at the outside of the turn. After the apex of Turn 1, Car #38 drifted to the left side of the track near where the paved apron merges back to the track straight. Car #55 remained behind Car #16 on the apron to the left. Car #2 moved up along the right side of Car #38 initiating a pass attempt. Car #38 did not complete passing Car #55 before reaching the end of the apron. Car #16 regained the track at the end of the apron in front of Car #38. Car #55 was unable to regain the track because Car #38 was less than a car width from the left edge of the track denying Mr. Garbisch racing room. Cars #38 and #55 touched, forcing Car #55 to go off course to the left onto the grass. Car #55 then slid back across the track to the right, passing in front of Car #38. Car #55 contacted Car #2 who was passing Car #38 when #38 braked to avoid Car #55. Car #55 and Car #2 both heavily impacted the Armco on drivers right and were unable to continue.

The COA acknowledges witness testimony to the SOM and the COA indicates the witnesses believed the on-track contact by Mr. Buccola was intentional. The COA finds no support for this assertion in any of the eight videos provided, including the in-car video of the appellant showing his hand movement. The COA also notes Mr. Buccola provided a reference video showing his own preferred line through Turn 1, which included use of a portion of the paved apron on the outside of the turn. The COA finds this refutes his allegation of Mr. Garbisch forfeiting his right to racing room by leaving the racing surface.

The COA finds the SOM properly heard the protest and reached a logical conclusion based upon the evidence and testimony presented to them. The penalty assessed is within their authority per GCR 7.2. The COA does not find sufficient evidence to overturn the decision of the SOM.

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