

## CLUB RACING BOARD

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

### Member Advisory

None.

### No Action Required

F5

1. #28064 (Zachary Morvik) Parity Eval/Perf Adjustments and/or Methods

Thank you for your letter. The 600cc motorcycle engines have not received annual restrictor changes; the Club Racing Board last changed the restrictor size three years ago. Please see the response to letter #21020, January 2017 Fastrack Technical Bulletin. The change to a 28mm restrictor for the 2020 season is well-supported by rate-of-acceleration data obtained during the 2019 National Championship Runoffs. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FC

1. #28116 (Eric Purcell) Formula X and USF2000 car

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

FM

1. #28047 (Sitara Wilson) FM - FX Class letter 28044

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

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

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

2. #28049 (Andrew Entwistle) Formula Mazda

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

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

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

4. #28052 (Karl Markey) FX Class Formation

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

5. #28073 (Brad Yake) FM Reclassification

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

6. #28092 (Bryan Saxe) FM Elimination

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

7. #28098 (John Goetsch) Reclassification of FM

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

8. #28104 (Paul Crabtree) Complaint About FM Reclassification

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

9. #28132 (Travis Renegar) Concerns and requests with recent FM/FX decision

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

10. #28155 (Randall Voorhies) Opposes changes to FM Class

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

11. #28156 (Jarret Voorhies) Opposes FM to FX

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

12. #28167 (Terrance Carraher) Opposes FM into FX

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

P1

1. #28018 (Kevin Kloepfer) Sealed 2.0 and 2.3 Liter MZR Engine

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

GCR

1. #27923 (Tim Linerud) Rain Lights on Non Formula and Sports Racing Cars?

Thank you for your letter. This change is to address a safety issue when racing in the rain and is a fairly simple modification to implement.

2. #27960 (SCCA Staff) Lap Records

Thank you for your letter. Current GCR language is adequate as written.

GT General

1. #25579 (Ron Randolph) Request to Add PCA Club Racing class GTB1 to SCCA T2

Thank you for your letter. No additional requested information has been supplied.

GT3

1. #27890 (Larry Hansen) Request for Nissan Engine Competition Adjustment

Thank you for your letter. Please see latest Fastrack.

2. #27897 (Jason Whitley) Request for Nissan Choke Adjustment

Thank you for your letter. This change is not recommended at this time. The CRB is investigating all 4V vs. 3V engine potential change.

3. #27946 (Chad Bacon) Restrictor Size Change Request

Thank you for your letter. Please see latest Fastrack.

Prod General

1. #27805 (Bill Lamkin) Against a Tire Box Rule

Thank you for your input. This is not a topic that is actively being discussed at the moment. If that were to change, member input will be requested.

T2-T4

1. #27377 (Harley Kaplan) Aftermarket ECU's

Thank you for your suggestion. We are looking at your suggestion closely and we are researching aftermarket ECUs and their future role in the touring classes.

**Not Recommended**

B-Spec

1. #27881 (Tony Roma) B-Spec Ballast Ideas

Thank you for your letter. The ballast rules are adequate as written.

F5

1. #28065 (Chuck McAbee) Fuel/Air Inlet Area

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

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

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

#### FM

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

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

#### FV

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

#### GT General

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

#### GT2

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

#### GT3

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

EP

1. #27819 (Aaron Downey) Mazda RX3 - Rear Coil-Overs

Thank you for your letter. After much thought, it is believed that changing the type of spring/suspension is too against the core philosophy of the Production Category to be considered.

FP

1. #27612 (Keith Church) Request weight penalty for Mazda Miata

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

HP

1. #27729 (Dick Gagliardi) Request for Weight Adjustment for VW GTI and Scirocco Mk2

Thank you for your letter. Qualifying results, collected in-car data, trap speed data, and yearlong competition does not support this change.

2. #27853 (Mike Ogren) Please Add 100# to Early Honda

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

Prod General

1. #27977 (Mike Ogren) Please Modernize the Valve Lift Measurement Rule

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

2. #27981 (Mike Ogren) Request for Air Dam Rule Clean Up to Meet Current Tech Protocol

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

ST General

1. #27638 (Eric Heinrich) Request Traction Control clarification

Thank you for your letter. Traction Control is not permitted to be used in the ST classes.

STL

1. #26917 (Alan Cross) RX8 weight/plate adjustment

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

2. #27669 (Tom Fowler) Request for Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

3. #27925 (Christopher Childs) Request for RX8 Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

4. #27938 (Alan Cross) Regarding Letter Number 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

5. #28105 (Alan Cross) Tabled Letter 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

T1

1. #26492 (Randall Smart) Request to Classify Honda J35A4 Engine in GT3

Thank you for your letter. Touring 1 is moving away from classifications like this.

T2

1. #27770 (William Moore) Request to change 9.1.9.2 Touring (T2-T4) category specifications

Thank you for your letter. A rule change is not recommended at this time. Driver egress and safety may be compromised.

2. #28015 (Joe Aquilante) C5 BOP Post Runoffs

Thank you for your letter. As noted, recent changes have been made to these cars. We will continue to monitor the class and these cars.



T2-T4

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

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

T3

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

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

**Recommended Items**

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

T2

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

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

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

**Taken Care Of**

FA

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

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

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

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

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

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

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

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



FC

1. #28081 (Michael Devins) USF2000 in FX

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

FM

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

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

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

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

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

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

GCR

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

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

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

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

Prod General

1. #28020 (Keith Church) Cam Lift Measurement

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

T1

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

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

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

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

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

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

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

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

T3

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

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

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

#### **What Do You Think**

None.

#### **RESUMES**

None.

**TECHNICAL BULLETIN**

DATE: January 20, 2020

NUMBER: TB 20-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

**American Sedan**

**AS**

1. #28007 (American Sedan Committee) Rear Trailing Arms

In AS, Section 9.1.6.4.d.5., change as follows:

"Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.* Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position."

2. #28010 (American Sedan Committee) Weight reduction for cars running iron heads

In AS Spec Lines, Ford Full Prep Cars (GT-40 & GT-40P), change Notes as follows:

"~~150~~ 200 lb weight reduction."

In AS Spec Lines, General Motors full prep cars, change Notes as follows:

"~~150~~ 200 lb weight reduction."

3. #28226 (American Sedan Committee) 05-10 Mustang with HR cam classification

In AS, classify the 05-10 Ford Mustang Coupe GT as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Coupe GT HR 4.6L OHC (05-10)	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 316/355 Vented Disc	3200	Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Restrict ed Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder			(R) 300 Vented Disc		greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio 10.0:1 max; cam lift at lobe .24" (intake and exhaust); .48" at valve (intake and exhaust). Camshaft lift tolerance .003 inches. K&N 69-3523KP cold air intake permitted. May use Ford Performance camshaft kit P/N M-6550-3V. May use flywheel/clutch as specified in the Full Prep American Sedan rules.
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4. #28227 (American Sedan Committee) 10-15 Camaro Full Prep classification  
In AS, classify the 10-15 Camaro Full Prep as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet Camaro (10-15)	112.3	2.95, 1.94, 1.34, 1.00, 0.73 Or 3.35, 1.93, 1.29, 1.00, 0.61,	12.2 x 1.27 Disc	3400 Over 313 CID 3700	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.

**B-Spec**

None.

**Formula/Sports Racing**

F

1. #28029 (Formula/Sports Racing Committee) Update list of Formula Category Classes

In GCR section 9.1.1, make changes as follows:

"~~Formula 1000 (FB)~~"

"~~Formula Mazda (FM)~~"

"**Formula X (FX)**"

2. #28115 (Formula/Sports Racing Committee) FX class E&O

In GCR section 9.1.1.J.A, make changes as follows: "Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub

FB/F1000/FA/FA/F3/F1000). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not **have been** constructed to existing class

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

In GCR section 9.1.1.J.B, make changes as follows:

"1. Formula Mazda – Shall comply with GCR 9.1.1.E (2019)

2. Formula 4 – Shall comply with FIA Formula 4 Technical Regulations (2015) *and all subsequent safety requirements as issued by the FIA and/or SCCA.*

3. USF2000 (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)

*4. Pro Formula F2000 (tube frame) – Engine must be prepared to current FC rules except that ECU map and cams are unrestricted."*

3. #28117 (Glen Thielke) Request to add data box mounting plate requirement to all FX cars

In GCR section 9.1.1.J, add a new section as follows:

*"K. All cars competing in Majors Races and the Runoffs must have the AIM part #X47KPF SOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the racetrack. Contact AIM and their distributors for direct purchase."*

## **FX**

1. #28322 (Club Racing Board) Change to FX Table 1

In FX Table 1 Spec Line, change Pro Formula F 2000 Tube Frame notes as follows:

"Engine must be prepared to current FC rules. ~~Except that ECU map and cams are unrestricted. An air restrictor is not required."~~

In FX Table 1 Spec Line, change USF2000 Tube Frame notes as follows:

*"Car must comply with FRP MAZDA MZR F2000 Technical Specifications (2018). Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety."*

## **P1**

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

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

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
F	Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 64mm single throttle body	1400	No engine modifications except dry sump oil system, ECU map, and exhaust. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: <a href="https://www.scca.com/pages/technical-forms-and-downloads">https://www.scca.com/pages/technical-forms-and-downloads</a> . No machining allowed.
	<del>Restricted</del> 2.0L-Elan DP02-spec Mazda MZR			Elan Power Products DP02-60-013 manifold assembly with 47.6mm tracts. No modifications.		Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted. Sealed engine option will be removed effective 1/1/2020-2021.

## GCR

### GCR

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

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

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

## Grand Touring

### GT2

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

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

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

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

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

## GTL

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

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

*"F. Two wing mounting posts must be used, with each one located within 2"-20" inboard from the end of the wing. The exposed portion of the wing mounting posts must not exceed 85 square inches*

*each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement."*

**Improved Touring**

None.

**Legends Car**

None.

**Production**

1. #27934 (Ian Sullivan) Request for Help for Datsun 1200

In HP Spec Lines, Nissan/Datsun 1200, make changes as follows in Carburetor No. & Type:

*"(1) 40 DCN, DCNF, IDF, ~~26mm choke(s) req'd.~~ w/ 30mm choke(s), (2) auto type side draft w/ 30mm choke(s) on I.R. manifold."*

**Spec Miata**

None.

**Strategic Planning**

None.

**Super Production**

None.

**Super Touring**

None.

**Touring**

**T1**

1. #24916 (Joel Baez) Request to include Subaru WRX/STI 02-18 in T1

In T1 Spec Lines, add Subaru WRX, WRX STI 2005-2020

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

2. #26662 (Thomas Dewitt) Request Ford Mustang FP350S T1-LP weight and restrictor change

In GCR, T1-LP Spec Lines, Ford Mustang FP350S (2017), change notes as follows:



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

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

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

In GCR, T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), change Weight as follows:  
~~"3400~~ **3500"**

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

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

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

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

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

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

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

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

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

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

## T2

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

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

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Notes as follows:

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

2. #28022 (Touring Committee) T2 Mustang

In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Wheels as follows:

"~~18 x 11~~ **19 x 11**"

In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Notes as follows:

"Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) **at no weight penalty** ~~+50~~ **lbs**."

In T2 Spec Lines, Ford Mustang GT5.0L (2018-), change Notes as follows:

"Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) **at no weight penalty** ~~+50~~ **lbs**."

#### **T2-T4**

1. #27413 (Michael Pettiford) Please Switch the Solstice GXP as Specified in T2, to T3

In T3 Spec Lines, add T2 Spec information for Pontiac Solstice GXP Coupe / Convertible (07-09) with the following changes in Max Wheel Size:

"18 x 8 **9.5**"

In T3 Spec Lines, add T2 Spec information for Saturn Sky / Convertible (07-09) with the following changes in Max Wheel Size:

"18 x 8 **9.5**"

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

"~~3250~~ **3200**"

2. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

#### **T3**

1. #26663 (Michael Kritikos) 2006 BMW E90 330i Sedan Classification

In T3 Spec Lines, add BMW 330i 2006-2012:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW 330i 2006- 2012</i>	<i>85 mm x 88 mm 2996</i>	<i>2760</i>	<i>18 x 9</i>	<i>245</i>	<i>4.32, 2.46, 1.66, 1.23, 1.00, 0.85</i>	<i>3.15</i>	<i>330 f 336 r</i>	<i>3200</i>	<i>H&amp;R #7049071490 allowed, 600 # springs allowed, 27mm front sway bar allowed, 24 mm rear sway bar allowed.</i>

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

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

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

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

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

### 3. #27700 (Matthew Fess) Request to Classify 2017 Ford Fiesta ST

In T3 Spec Lines, add Ford Fiesta ST:

T3	Bore x Stroke (mm)/ Disp. (cc)	Wheel -base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Fiesta ST (2014-)</i>	<i>1596</i>	<i>2490</i>	<i>17 x 9</i>	<i>245</i>	<i>3.72, 2.05, 1.36, 1.03, 0.82, 0.69</i>	<i>3.8 2 (F) 280 (R)</i>	<i>254</i>	<i>2600</i>	Eibach 35143.880, or Ford racing suspension kit (part # TBA). Spool tuning part #FFISTWBM or Cobb Tuning rear motor mount part # 892001.Whiteline # KCA412. Front strut brace. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. <i>K&amp;N # 57-2587 ALLOWED</i>

### T4

#### 1. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ

In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:

"Scion FR-S, *10 series* (13-16)"

#### 2. #27906 (Michael Paramore) Request to Classify Chevy Sonic 1.4 In T4

In T4 Spec Lines, add the Chevrolet Sonic 2011+

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

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

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

### **Recommended Items – Effective February 01, 2020**

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

#### **B-Spec**

1. #27686 (James Rogerson) Request for Automatic Transmission Inclusion  
In GCR, section 9.1.10.E.9., make the following changes:

"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with OEM paddle shifters are acceptable.*"

2. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics  
In GCR, section 9.1.10.E., add the following:

"*43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.*"

#### **GCR**

1. #27647 (James Rogerson) Request Passenger Seat replacement  
In GCR, section 9.1.41., add the following:

"*A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events.*"

2. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car  
In GCR Section 6.5.2.B.1., make changes as follows:

"The front row drivers must ~~be advised~~ not to pass the pace car."

3. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change  
In GCR, section 4.5.1., make changes as follows:

"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement (*unless an annual waiver is on file at SCCA National Office*) before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:

"A. An SCCA-issued photo ID *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.

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

#### GT General

1. #27323 (Todd Oppermann) Windshield Clips  
In GCR section 9.1.2.F.6.c.1, add as follows:  
Alternatively, the bottom may be captured in a channel.  
*"No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive)."*

#### T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors  
In GCR, Section 9.1.9.2.D.6.a.6., add as follows:  
*"In T2 only- Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter."*
2. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z  
In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:  
*"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear.*"*

#### T4

1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang  
In T4, Ford Mustang V6 (05-10), add to notes as follows:  
*"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"*
2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda3 GT Brakes  
In T4, Mazda3 (14-18), add to notes as follows:



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

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank  
In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

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

"Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27892 (John Heinricy) Request for Replacement Clutches

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

~~"T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 95% of the factory OEM clutch disc and pressure plate."

## COURT OF APPEALS

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

#### FACTS IN BRIEF

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

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

#### DATES OF THE COURT

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

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

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

#### FINDINGS

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

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

#### **DECISION**

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