

## CLUB RACING BOARD

DATE: May 20, 2020

NUMBER: TB 20-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #28786 (Tony Roma) Request to change units on wheelbase for consistency with wording In B-Spec, Spec Lines, change Chevrolet Sonic (12-19) Wheelbase as follows:

~~"99.4~~**2525"**

In B-Spec, Spec Lines, change Fiat 500 (12-15) Wheelbase as follows:

~~"90.6~~**2300"**

In B-Spec, Spec Lines, change Kia Rio 5-door/LX (12-19) Wheelbase as follows:

~~"101.2~~**2570"**

In B-Spec, Spec Lines, change Mazda2 (10-14) Wheelbase as follows:

~~"98.0~~**2490"**

In B-Spec, Spec Lines, change Mini Cooper (2011-13) Wheelbase as follows:

~~"97.1~~**2466"**

In B-Spec, Spec Lines, change Nissan Versa (07-11) Wheelbase as follows:

~~"102.4~~**2600"**

In B-Spec, Spec Lines, change Nissan Versa (09-11) Wheelbase as follows:

~~"102.4~~**2600"**

In B-Spec, Spec Lines, change Nissan Versa (2012) Wheelbase as follows:

~~"102.4~~**2600"**

In B-Spec, Spec Lines, change Nissan Versa (2013-) Wheelbase as follows:

"~~102.4~~**2600**"

In B-Spec, Spec Lines, change Nissan Versa Note (2013-) Wheelbase as follows:

"~~102.4~~**2600**"

In B-Spec, Spec Lines, change Toyota Yaris (07-12) Wheelbase as follows:

"~~96.9~~**2461**"

In B-Spec, Spec Lines, change Toyota Yaris (12-18) Wheelbase as follows:

"~~98.8~~**2510**"

In B-Spec, Spec Lines, change Toyota Yaris Sedan (2007-) Wheelbase as follows:

"~~100.4~~**2550**"

## Formula/Sports Racing

### FA

1. #28831 (Formula/Sports Racing Committee) E&O permitted engine modifications

In FA, GCR section 9.1.1.A.2.b, change as follows:

"The following modifications are permitted *unless restricted in the tables below.*"

In FA, GCR section 9.1.1.A.2.b.6, change as follows:

"The bore, crankshaft, stroke, and flywheel are unrestricted, ~~providing~~*provided* the appropriate specified displacement limit is not exceeded, ~~unless restricted in the tables below.~~"

In FA, GCR section 9.1.1.A.2.b.9, change as follows:

"Any distributor and/or transistor ignition may be used, provided it's installation does not require any modification of the engine."

In FA, GCR section 9.1.1.A.2.b.19, change as follows:

"The compression ratio may be increased by machining, using any head gasket(s), or eliminating of head gasket(s), unless otherwise noted in the FA Engine Table at <http://www.scca.com/clubracing/content.cfm?cid=44472> *tables below.*"

2. #28832 (Formula/Sports Racing Committee) E&O Transmissions

In FA, GCR section 9.1.1.A.3.a, change as follows:

"For all types of transmissions, no more than five forward speeds and an operational reverse gear shall be used *unless otherwise noted in Table 2 below.*"

3. #28884 (SCCA Staff) Swift 016 Gurney flap wicker clarification

In FA Table 2, Swift 016 2.3 liter Mazda Duratec line, clarify wording as follows:

"~~Wickers: Wickers/gurneys~~ *Gurney flaps: Gurney flaps* may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, ~~and~~ *but* may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch

high as measured from the upper surface of the wing element. ~~Wicker/gurney~~**Gurney flap** height must remain constant across the width of the individual component span. No saw tooth ~~wickers/gurneys~~**Gurney flaps** are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching ~~wickers/gurneys~~**a Gurney flap.**"

**FE**

1. #28885 (SCCA Staff) FE Gurney flap wicker clarification

In FE, GCR section 9.1.1.1.2.F., clarify wording as follows:

"g. ~~Wicker bill~~ (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the front wing secondary elements only, not the wing main plane.

h. ~~Wicker bill~~ (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element."

**P2**

1. #28812 (Formula/Sports Racing Committee) Classify Elan NP01 in P2 Table 1

In P2 Table 1, classify the Elan NP01 as follows:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>Elan NP01</i>	<i>102/TBD</i>	<i>2000cc</i>	<i>P2 Engine Table Spec Line E stock Mazda 2.0L MZR</i>	<i>42mm</i>	<i>Body, front splitter, and rear wing must be either OEM or P2 compliant.</i>

**SRF**

1. #28791 (Robey Clark) SRF Shocks

In GCR section 9.1.8.E.1.I, change as follows:

"NO MODIFICATIONS ALLOWED. Effective May 1, 2020, only the SCCA Bump Stop P/N 280407 may be used, with no modification of any kind. Bump stops are optional. If used, only one bump stop per shock is permitted. ~~The same brand of shock absorbers must be used in all shock absorber positions on the car.~~

All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilders."

**GCR**

**GCR**

1. #27385 (SCCA Staff) Request to Add Fire Bottle Re-certification Verbiage

In GCR Section 9.3.22. FIRE SYSTEM, make changes as follows:

Race Memo RM 20-04

“All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, B-Spec, and Improved Touring.**A. On-Board Fire System Requirements**

*It is recommended that all other cars* Cars registered after 1/1/09 shall comply with the following *employ* onboard fire systems *that meet the following* requirements:

- Systems certified to SFI specification 17.1 or 17.2, or
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

The following is acceptable for cars registered before 1/1/09:

~~On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material, 2.25 liter minimum capacity (by volume). All AFFF fire system bottles, except non-pressurized AFFF systems with CO2 propellant, shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.~~

Cars shall meet the following:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle “E” decal.
  - a. In GT and Production cars, two circle “E” decals may be required—one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
  - b. In Formula and Sports Racing cars, a circle “E” decal shall be located on the outside bodywork as near to the release location as possible.

4. There shall be a minimum of two nozzle locations—one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.

5. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

6. All fire systems shall be serviced according to manufacturer's specifications."

2. #28681 (SCCA Road Racing) Request Two Week Cut-Off Date"

In GCR, Section 3.7.4.A.1., change as follows:

"Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. *Eligible Pro weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.* Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA."

In GCR, Section 3.7.4.A.2.c., change as follows:

"If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time ~~three~~*two* weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired. "

3. #28686 (Michael West) Race Director Authorities

In GCR, Section 5.12.2, change as follows:

"U.S. Majors Tour Race Director

In addition to the Chief Steward's responsibilities and duties stated in 5.12.3., the US Majors Tour Race Director has the power:

*A. ~~to~~ To change the Schedule and/or Race Groups, in agreement with the organizing Region,*

*B. ~~to~~ To correct any typographical or clerical errors or omissions (see 3.1.1.D.2.c and 3.1.1.D.2.d), ~~or~~*

*C. To place a driver on probation per 7.2.G., but for no more than three event weekends.*

For all other changes to the Supplemental Regulations *or GCR violations requiring probation for more than three event weekends*, the Race Director must file a Request for Action with the ~~SOM~~*Stewards of the Meeting.*"

4. #28714 (Jim Rogaski) Road Racing Passing Guidelines

In GCR, Section 6.11.1.C, change as follows:

"C. Drivers must respect the right of other competitors to racing room. *Drivers are entitled to one safe protective move. Once the one safe move is made, any Abrupt* changes in direction that impede or

affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room."

In GCR Appendix, add Racing Room & Guidelines as Appendix P. as follows:

## **"Appendix P. Racing Room & Passing Guidelines**

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the TransAm Racing Series.

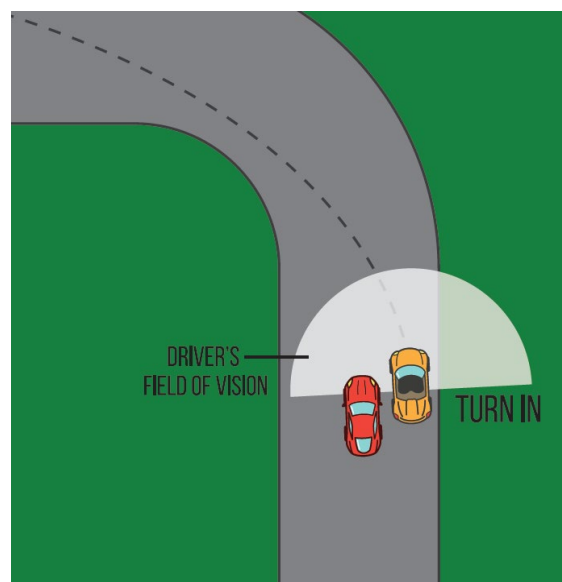
The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

### **1. Racing Room & Passing Guidelines**

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibility for passing safely.

### **2. Peripheral Vision**

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone, before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

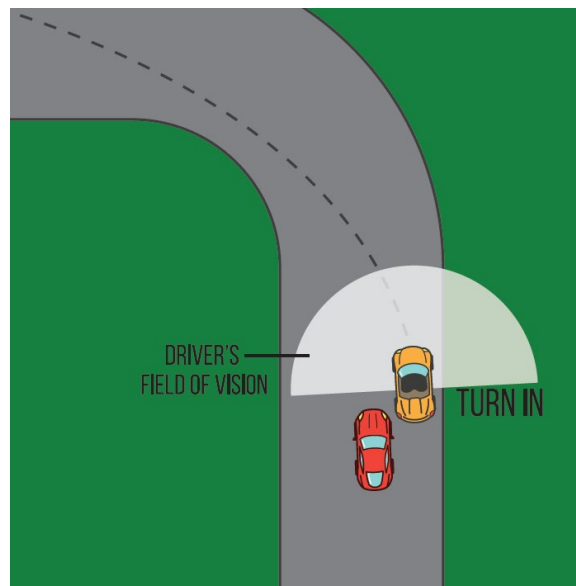


The diagram above shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

An overtaking open-wheel car should have its front wheel up to at least the lead car driver's shoulder (within their peripheral vision) before the lead car begins its turn in.

### 3. The Blind Spot



The diagram above shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass, unless the lead car is much slower and gives racing room.

### 4. Racing Room

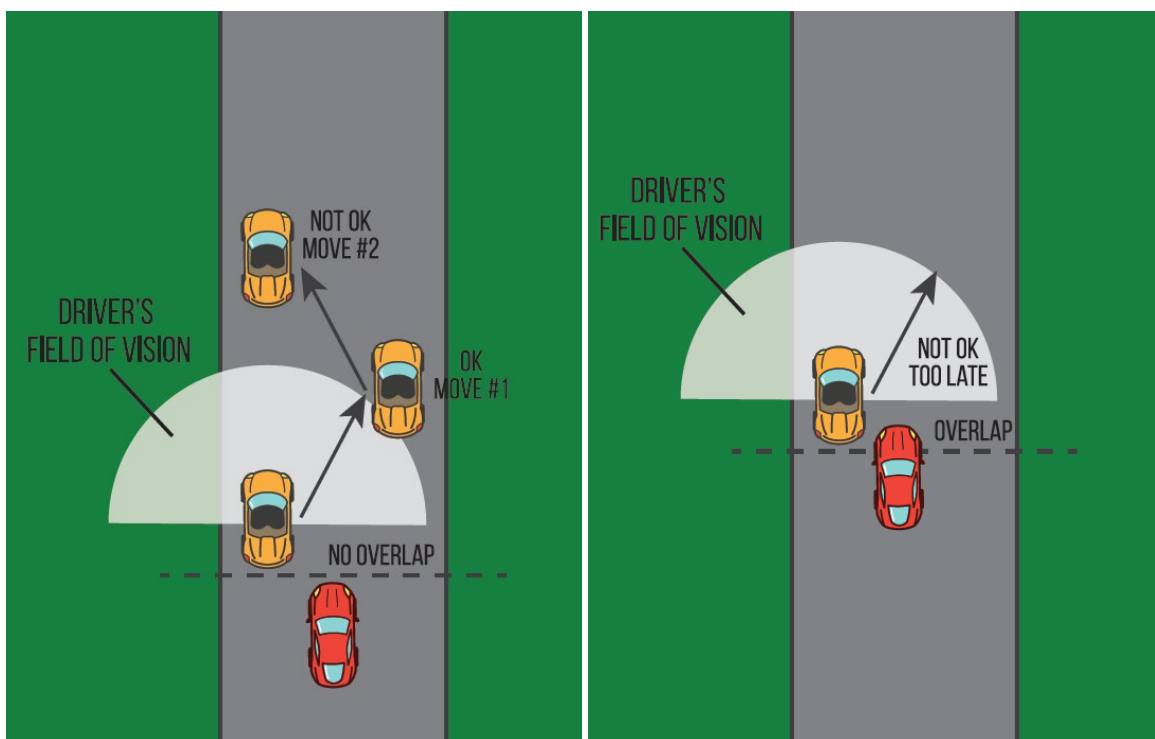
Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you're there. Sometimes, the lead car may turn in early; therefore the overtaking car must be under enough control to avoid contact.



## 5. Passing on Straights

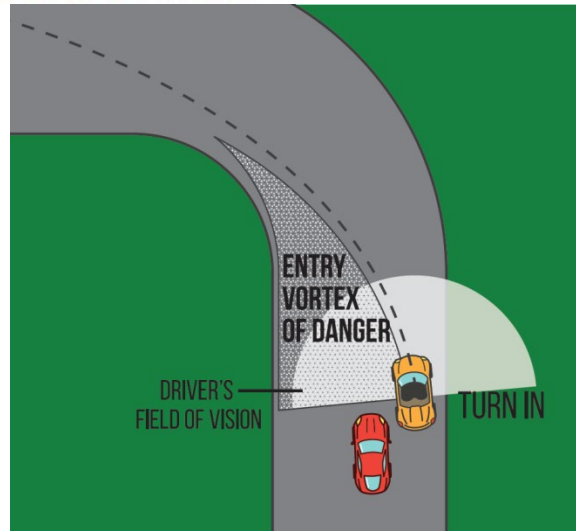
On straights, the lead car is allowed “one safe move”. It is allowed to choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car’s width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that’s more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.



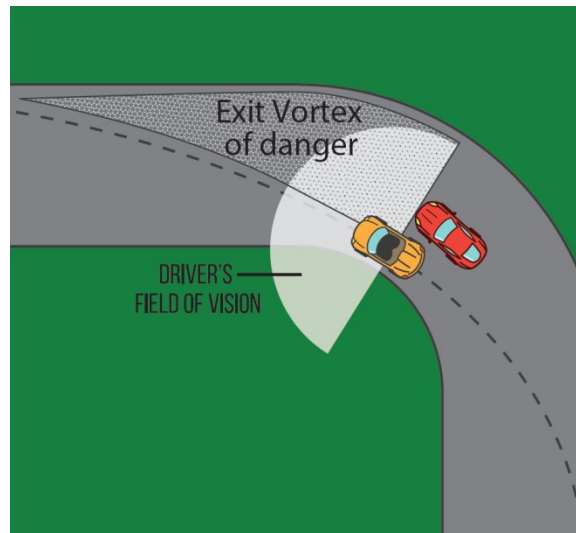
When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. ‘Hold your line’ does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic, and leave a lane of racing room for them.

## 6. The Vortex of Danger



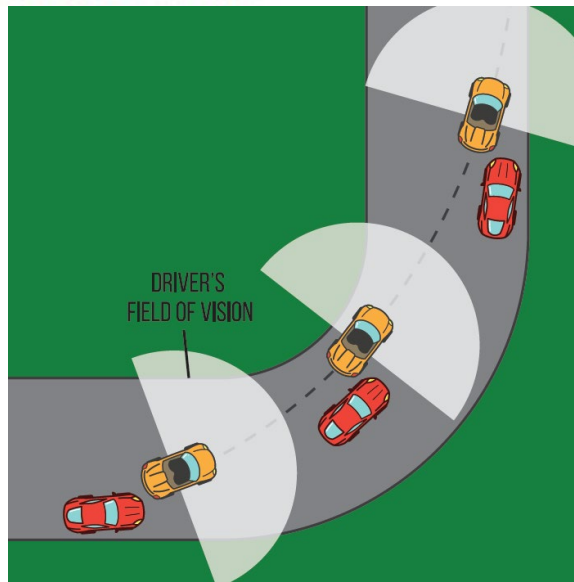


The Entry Vortex of Danger is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. When overtaking, keep out of the Vortex of Danger. It's too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.



The Exit Vortex of Danger is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It's too late to safely pass. The hole you see on the outside is **closing** rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

## 7. The Outside Pass



On this outside pass attempt, the overtaking outside car never presents itself into the vision of the lead car, and cannot expect it to make room for a car it cannot see at the exit of the turn. So the outside trailing car must back off to leave racing room for the inside lead car that cannot see it, and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all of the track on the right. The overtaking car, in this example, needs to clearly 'present himself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

**Safe, successful passing depends on what a driver can see. Do not hit what you can see!"**

5. #28734 (SCCA Road Racing) Appendix B and Appendix C updates

In GCR, Appendix B 1.3.3., change as follows and reletter:

~~"B. Names of students~~

E. Brief outline of the training components/schedule

F. Approval letter from one of the following: *by the Divisional Executive Steward or his designee.*

a. ~~Divisional Chief Driving Instructor~~

b. Divisional Driver Licensing Administrator

c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)

d. Executive Steward"

In GCR, Appendix C 2.7.E., change as follows:

"3. Alternative Drivers' Schools- Chief Driving Instructors ~~and~~ *or* Divisional Licensing Chairmen should coordinate with the Divisional Executive Steward and the Chief Steward of the event to ensure that the

prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience.

At the request of the Divisional Chief Driving Instructor, *or* Divisional Driver Licensing Administrator, ~~Certified Driving Instructor or Divisional Executive Steward~~, *and approval by the Divisional Executive Steward*, a Novice Permit holder may be offered an alternative path to an SCCA Full Competition or Vintage license under the following conditions:"

6. #28849 (SCCA Staff) Annual Technical Inspection Expiration Extension

In GCR Section 5.9.2.A Annual Inspection, add verbiage as follows:

Race Memo RM 20-03

“In anticipation of the large number of drivers who will need an Annual Technical Inspection when racing resumes and a likely reduction in volunteers, we are proposing the following temporary change to annual inspection expiration dates.

In GCR Section 5.9.2.A Annual Inspection, add verbiage as follows:

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional, National or Senior license once a year (12 months). *For 2020 only, current annual technical inspections will be extended 3 months past their original expiration date (valid for a total of 15 months). All expiration extensions will end on 12/31/2020. For example, an original expiration date of June 15, 2020 will have an extended expiration of September 15, 2020. All inspections with an original expiration date between September – December 2020, will have an extended expiration date of 12/31/2020.* If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook and then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver’s safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver’s first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3. Driver’s Safety Equipment) **Note:** This extension does not extend the expiration dates for Safety Equipment (Seat belts, Fire systems, etc.).

Reference Table for Expiring Annual Inspections:

Original Expiration	New Expiration
March 2020	June 2020
April 2020	July 2020
May 2020	August 2020
June 2020	September 2020
July 2020	October 2020

August 2020	November 2020
September 2020	December 2020
October 2020 (eligible for 2-month extension)	December 2020
November 2020 (eligible for 1-month extension)	December 2020
December 2020 (no extension)	December 2020

Suggested guidelines for Regions:

- Work with shops and regions to sponsor open house tech days
- Schedule additional time pre-event for annual inspections
- Depending on event tech staffing and demands, assign one or two tech inspectors to perform annual inspections only during the event weekend “

## Grand Touring

### GT2

1. #28739 (Christopher Childs) Request to Adjust Weight of OEM 8.4 Viper  
In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X 8400 OEM, change Min. Weight as follows:  
"~~3325~~**3275**"

2. #28896 (Club Racing Board) Request to Adjust Weight of OEM Chevrolet Corvette  
In GT2/ST, Chevrolet Corvette (-2019) 7011 OEM, change Min. Weight as follows:  
"~~3325~~**3275**"

### GT3

1. #28808 (Roger Welling) Request Nissan KA24E specifications  
In GT3, Engines - NISSAN, KA24E, change as follows:  
"For 2011-2012 only, may use 32mm chokes at 2280 lbs."

### GTL

1. #28709 (Chris Doodson) Stall Test  
In Appendix F., SIR testing procedure:, change as follows:  
"The system is to be tested as is and the result is considered “as *qualified or raced*”. It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test. The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited. *All inspections must be done in "as qualified or raced" condition.*"

### GTX

1. #28333 (Robert Blizzard) Request to Re-classify SP Stock car to GTX

In GTX, 9.1.2.H.B.4., change as follows:

"GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. *Stock car bodies permitted.* GTX tube frame cars must weigh 2780 pounds."

### Improved Touring

None.

### Legends Car

None.

### Production

1. #28708 (Bill Lamkin) BMW Cylinder Head Casting and Part Numbers

In EP, correct the following spec lines as shown:

BMW Z3 2.5L, add to "Notes" section:

*"Cylinder head casting number 1738400 permitted with use of the allowed iron block (casting number 1748933-C)."*

BMW Z3 2.8L (97-00), modify "Block Mat'l" section:

~~"Alum-**or**-Iron"~~

BMW 328i/is E36 (96-99), modify "Block Mat'l" section:

~~"Alum-**or**-Iron"~~

BMW 328i/ci E46 (01-06), modify "Block Mat'l" section:

~~"Alum-**or**-Iron"~~

BMW 325i/is E46 (01-06), modify "Block Mat'l" section:

~~"Alum-**or**-Iron"~~

BMW 325i/is E36 (92-95), modify "Block Mat'l" section:

~~"Alum-**or**-Iron"~~

### FP

1. #28892 (SCCA Staff) Correct Scirocco Spec line E&O

In FP, Volkswagen Scirocco, E&O, add to the spec line as follows:

Weight (lbs):

*1520*

*1663*

*1783*

*1853*

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Bore x Stroke mm.(jn,):

76.5 x 80.0

79.5 x 80.0

79.5 x 86.4

81.0 x 86.4

Displ. cc(CI) (nominal)

1471

1588

1715

1780

### Spec Miata

None.

### Strategic Planning

None.

### Super Production

None.

### Super Touring

#### STL

1. #28604 (Josh Smith) Request to add 2016-2019 GMX-5 Spec line

In STL, classify the Mazda MX-5 Global Cup (16-18) as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MX-5 Global Cup (16-18)</i>	<i>2000</i>	<i>2450</i>	<i>Must meet all MX-5 Global Cup rules. Any OEM or aftermarket hardtop is permitted that retains the OEM silhouette. If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed. Tires per STL rules.</i>

In STL, classify the Mazda MX-5 Global Cup (2019) as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MX-5 Global Cup (2019)</i>	<i>2000</i>	<i>2550</i>	<i>Must meet all MX-5 Global Cup rules. Any OEM or aftermarket hardtop is permitted that retains the OEM silhouette. If a hardtop is</i>

			<i>used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed. Tires per STL rules.</i>
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2. #28622 (SCCA Staff) Request to update PN for MX-5  
 In STL, Mazda MX-5 / Club Model (06-15), make changes as follows:  
 "Allow Mazda header part number 0000-06-5407-NC."

3. #28873 (Club Racing Board ) Correction - Clarification Honda/Acura B18B engine Letter # 26209  
 In STL, Table A, Acura/Honda B18 (except C engine) change as follows:  
 "Acura/Honda B18 (~~except C1 engine~~)"

In STL, Table A, Acura/Honda B18 (except C engine) change Notes as follows:  
 "5354mm"

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C1, B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R) change as follows:  
 "Acura/Honda B18C (JDM Type R), ~~B18C1~~, B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)"

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C1, B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)) change Notes as follows:  
 "5453mm"

## STU

1. #27833 (Nick Leverone) Rotary Help  
 In STU, Mazda 13B Bridge Port, add Spec Line as follows:

STU Engines - Mazda	Engine Type	Stoke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	Bridge Port	2616				auto-type 2bbl w/ 42ml choke(s) with any dual-Y manifold	2550	Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly.

In STU, Mazda 13B Street Port, add Spec Line as follows:

STU Engines	Engine Type	Stoke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

- Mazda								
13B	Street Port	2616				auto-type 2bbl w/ 42ml choke(s) with any dual-Y manifold	2250	Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly.

## Touring

### T2

1. #28824 (Touring Committee) Consider coil spring conversion Corvette in T2

In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to Notes as follows:

*"Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max."*

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), add to Notes as follows:

*"Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max."*

In T2 Spec Lines, Chevrolet Corvette Z06 (06-12), add to Notes as follows:

*"Aftermarket leaf spring suspension allowed 800 lb max. Coilover suspension allowed coil springs allowed 800 lb max."*

In T1 Spec Lines, Chevrolet Corvette Z06 (06-12), change Notes as follows:

*"Leaf spring suspension may be converted to conventional coilover suspension in T1 only."*

### T2-T4

1. #27663 (Robert Gary) Request to Classify 2004 Mercedes Benz 320 CLK

In T4, classify the 2004 Mercedes Benz CLK 320 Coupe as follows:

T4	Bore x Stroke(mm) / Disp. (cc)	Wheel-base (mm)	Wheel Size(in.) / Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
2004 Mercedes Benz CLK 320 Coupe	89.9mm x 84mm 3299cc	2690mm	17 x 8	245	3.95, 2.42, 1.49, 1.00, .83	3.07	300mm (f) 290mm (R)	3200	EIBACH PN# 2563.140 allowed

### T3

1. #28145 (Ben Slechta) Request Nissan 350Z Part Number change

In T3 Spec Lines, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change Notes as follows:

"Nissan brake kit part numbers ~~41000-BRKIT~~ *NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front Rotor-LEFT 40207-SZ350* permitted."

In T3 Spec Lines, Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec 2, change Notes as follows:

"~~DE Engine: 57mm flat plate restrictor required.~~ Zspeed and Z1 alternative clutch slave permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here. Nissan brake kit part numbers ~~41000-BRKIT~~ *NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front Rotor-LEFT 40207-SZ350* permitted."