

TECHNICAL BULLETIN

DATE: June 20, 2020

NUMBER: TB 20-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

None.

GCR

GCR

1. #28526 (SCCA Road Racing) Multiple Class/Duplicate Car Numbers

In GCR, 4.4.2, Entering Multiple Classes, add the following:

"If both classes are in the same run group, a separate entry for each class and unique car # is required. Note: A car may only compete (earn points) in one class per race and must use the number associated with the unique entry for that class in that race."

In GCR, 9.3.29.A Numbers and Class Letters, add the following:

"Duplicate car numbers within the same run group is prohibited. See also GCR section 6.4.1.A."

2. #28733 (SCCA Road Racing) Update Appendix B Alternative Driver School Sanction Process

In Appendix B., Sanctioning for Alternative Drivers' Schools, change as follows:

~~A.~~ Sanction Application Form

~~B.~~ Names of students

~~C.~~ Name(s) of approved Instructor(s)

~~D.~~ Dates of "school" elements (classroom/on-track)

~~E.~~ Brief outline of the training components/schedule

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

~~a.~~ Divisional Chief Driving Instructor

~~b.~~ Divisional Driver Licensing Administrator

- c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)
- d. Executive Steward”

Grand Touring GT General

1. #28874 (SCCA Staff) TA2 Gurney flap wicker clarification

In Appendix L TA2 Rules, clarify wording as follows:

“**4.8.4.1.10.1.1:** The maximum height of the wing, including end plates and ~~wicker~~ **Gurney flap**, can be no greater than the highest point on the roof. The roof may not be altered or pushed up to increase its height.”

“**4.8.4.1.10.1.5:** The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. All wing elements, including the ~~wicker bill~~ **Gurney flap**, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flap**. “

“**4.8.4.1.10.1.6:** A ~~wicker bill (Gurney)~~ **Gurney flap** may be added to the wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the ~~wicker bill~~ **Gurney flap** and the wing. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ **Gurney flap** cannot exceed 0.50 inch high as measured from the wing surface. The thickness of the ~~wicker~~ **Gurney flap** material must be 0.625 inch.”

“**4.8.4.1.10.2.4:** The dog leg style Howe endplates must be used without modification. All wing elements, including the ~~wicker bill~~ **Gurney flap**, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flap**. “

“**4.8.4.1.10.2.5:** A ~~wicker bill (Gurney)~~ **Gurney flap** may be added to the upper wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the ~~wicker bill~~ **Gurney flap** and the wing. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ **Gurney flap** cannot exceed 0.375 inch. The thickness of the ~~wicker bill~~ **Gurney flap** must be 0.0625 inches.”

“**4.8.4.2.10.3.4:** The dog leg style Howe endplates must be used without modification. All wing elements, including the ~~wicker bill~~ **Gurney flap**, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flap**. “

“**4.8.4.2.10.3.5:** A ~~wicker bill (Gurney flap)~~ **Gurney flap** may be added to the upper wing element. It must be a uniform shape across the complete width of the wing, and must be kept within the profile of the end plates. It must form a 90 degree angle with the wing surface. The size of the ~~wicker bill~~ **Gurney flap** cannot exceed 0.375 inch high as measured from the wing surface. The thickness of the ~~wicker~~ **Gurney flap** material must be 0.0625 inch.”

2. #28883 (SCCA Staff) STO Gurney flap wicker clarification

In Appendix K, STO, clarify wording as follows:

B.2.a.: "Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker **Gurney flap**."

B.2.c.: "The entire rear wing assembly, including the end plates and any wicker **Gurney flap**, shall be mounted level with, or below, the peak of the roof."

3. #28909 (SCCA Staff) GT Gurney flap wicker clarification

In GT, GCR section 9.1.2.F.7.b.12., clarify Gurney flap as follows:

"D. The use of fences, end rails, Gurney flaps, ~~wickerbills~~, or other forward facing lips or aerodynamic devices is prohibited."

"E. A maximum 0.50 inch Gurney ~~tab~~ **flap** is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.

The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flaps**."

"GT3: The maximum width of the entire wing assembly (wing element, endplates, Gurney ~~tab~~ **flap** and mounting hardware) is 64.00 inches, but no wider than the rear body width including fender flares."

In GT, GCR section 9.1.2.F.7.b.13., clarify Gurney flap as follows:

"A. Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flap**. A maximum 0.5-inch ~~wicker-bill~~ **Gurney flap** may be employed."

In GT, GCR section 9.1.2.F.7.b.15.D., clarify Gurney flap as follows:

"2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any ~~wicker~~ **Gurney flap**."

"4. The entire rear wing assembly, including the end plates and any ~~wicker~~ **Gurney flap**, shall be mounted level with, or below, the peak of the roof."

GT1

1. #28886 (SCCA Staff) GT1 Gurney flap wicker clarification

In GT1 Specifications, section D, clarify wording as follows:

"The use of fences, end rails, Gurney ~~lips~~ **flaps**, wickerbills, or other forward facing lips or aerodynamic devices is prohibited."

In GT1 Specifications, section E, clarify wording as follows:

"A maximum 0.50 inch Gurney ~~tab~~ **flap** is allowed at the trailing edge of the wing element."

"Endplates must be flat, with no curvature or Gurney ~~tabs~~ **flaps**. The maximum width of the entire wing assembly (wing element, endplates, Gurney ~~tab~~ **flap**, and mounting hardware) is 72.00 inches. In keeping in line with "Trans Am body work is legal in GT1", An alternate rear wing of 12" average chord

length and maximum 72" long is allowed, with a maximum 1/2" tall wicker *Gurney flap*, additionally endplates having a maximum size of 100 square inches."

GT3

1. #28842 (Bryan Floyd) Request to add Mazda 12A Peripheral Port to GT3 rule set
In GT3, Mazda, add new classification as follows:

GT3 Engines MAZDA-									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>12A</i>	<i>Peripheral Port</i>			<i>2292</i>			<i>37mm SIR</i>	<i>2300</i>	<i>Disenfranchised GT2*</i>

2. #28931 (Grand Touring Committee) GT3 4v SIR size increase.

In GT3, Spec Lines, 4v, 4 cylinder pistons engines with SIR, change Fuel Induction as follows:

ACURA

F20C: "~~31~~32"

K20A: "~~31~~32"

K24: "~~31~~32"

AUDI

DOHC w/1984cc: "~~31~~32"

BMW

DOHC w/1895cc: "~~31~~32"

DOHC w/2302cc: "~~31~~32"

CHEVROLET

DOHC w/1998cc: "~~31~~32"

CHRYLER/DODGE/PLYMOUTH

DOHC w/1997cc: "~~31~~32"

FORD

DURATECH "~~31~~32"

HONDA

F20C: "~~31~~32"

K20A: "~~31~~32"

K24: "~~31~~32"

MITSUBUSHI

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DOHC w/1997cc: "~~31~~32"

DOHC w/2378cc: "~~31~~32"

NISSAN

QR25DE/DD: "~~31~~32"

SR20DE/VE: "~~31~~32"

KA24DE: "~~31~~32"

QR25DE/DD: "~~31~~32"

PONTIAC

DOHC w/2198cc: "~~31~~32"

LE5 EUROTECH: "~~31~~32"

DOHC w/2349cc: "~~31~~32"

SAAB

DOHC w/1985cc: "~~31~~32"

TOYOTA

5S: "~~31~~32"

2AZ: "~~31~~32"

2RZ: "~~31~~32"

VOLKSWAGEN

DOHC w/1984cc: "~~31~~32"

VOLVO

B1234: "~~31~~32"

GTL

1. #28870 (Kenneth Gassin) Request to classify 1999-2007 Toyota MR2 Spyder body

In GTL Cars, classify the Toyota MR2 (99-07) Spider as follows:

GTL Cars TOYOTA-					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MR-2</i>	<i>99-07</i>	<i>2dr</i>	<i>RWD</i>	<i>96.5</i>	

Improved Touring

None.

Production

FP

1. #28926 (David Reiter) Request to change to Carburetor Spec Line 84-87 Mazda 626
 In FP, make the following changes to the "Carburetor. No. & Type" column of the "Mazda 626 (84-87)" spec line:
 "Carburetor or Fuel injection (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection."

Prod General

1. #28456 (Richard Spritz) Request to Classify Porsche 911 2.0L
 In EP, classify the Porsche 911 S (67-68) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head /PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
<i>Porsche 911 S (67-68)</i>	<i>2</i>	<i>1800 * 1845 ** 1890</i>	<i>Opposed 6 Cyl SOHC</i>	<i>80.0 x 66.0 (3.15 x 2.60)</i>	<i>1991 (121.5)</i>	<i>Alloy</i>	<i>Alloy</i>	<i>(I) 41.9 / (1.65) (E) 38.1 / (1.50)</i>	<i>(2) IDA-3C carburetors. 36mm choke(s) max.</i>	<i>(87.05)</i>	<i>(57.9/56.3)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>15 x 7</i>	<i>5</i>	<i>(F) 282 (11.1) Vented Disc (R) 287 (11.3) Solid Disc</i>		<i>NA</i>	<i>Comp. Ratio limited to 12.0:1. Valve lift limited to .500".</i>

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

None.

Touring

T3

1. #28763 (Benjamin Merwin) SADEV Sequential Gearbox

In T3 Spec Lines, Mazda MX-5 Global Cup Miata change car and notes as follows:

"(2016-2019) **ND2**"

"Must meet all **ND2** MX-5 Global Cup rules in Appendix."

2. #28802 (Allen Briere) Request for competition adjustment for the MK5 GTI FSI engine

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

"**Front and** rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35mm **allowed max 60mm from impeller**. R32 model brake package allowed. **Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield 003425ECS01AKT allowed. Neuspeed intake and filter # 65.10.97 allowed or OEM Air Intake and filter -25 lbs.**"

T4

1. #28941 (Touring Committee) T4 RX8 bodywork clarification

In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), add to notes as follows:

"**OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB.**"

2. #28942 (Touring Committee) 2006-2015 MX-5 Clarification

In T4 Spec Lines, Mazda MX-5 / Club Model (06-15) change Notes as follows:

"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: ~~original wheels (06-15 factory wheels are allowed), and transmission, differential, and LSD.~~"