

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | December 1, 2020

The Club Racing Board met by teleconference on December 1, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

None.

No Action Required

FC

1. #29934 (David Klutsenbaker) Spec Tire Timeline

Thank you for your letter. The Club Racing Board will present a recommendation to the Board of Directors when the details are finalized.

Strategic

1. #28031 (Christopher Schaafsma) Please Apply Some Strategy to Class Structure Changes

Thank you for your letter. We have discussed and appreciate your comments.

GTL

1. #29765 (James Gregorius) Request for Mazda 12a Rotary SIR Increase to 29mm

Thank you for your letter. Please see letter # 29754 in current Fastrack.

2. #29809 (Erik Madsen) Nissan MRA8DE Engine Inclusion to GTL list of Engines 1.8 liter

Thank you for your letter. Please see letter # 29805 in current Fastrack.

HP

1. #29823 (Mark Brakke) Need balanced representation on Production Car Committee

Thank you for your letter, and interest in this subject matter. The makeup of the Production Advisory Committee is continually changing, but strives to keep a good balance of representation across all of the classes and marques, with both drivers and builders, from up and down the grid.

2. #29911 (Nick Engels) MR2 Spindles

Thank you for your letter. This part would already be considered unrestricted under the GCR definition of a "Hub" and Prod rule 9.1.5.E.b.6:

"Hub – A component to which a road wheel is attached, which provides support for the wheel, and has the capability, via attached internal bearings to rotate on a fixed shaft."

"9.1.5.E.b.6 - Wheel bearings and hubs are unrestricted."

3. #29965 (Enrik Benazic) Review the weight of the Honda civic dx (92-95)

Thank you for your letter, but the weights are correct as written. Although the engine of the 92-95 Civic DX is virtually identical to the 88-91 CRX/Civic 1.5L, the intake and fuel delivery systems are very different. The 88-91 CRX/Civic 1.5L uses a rather small dual-port down-draft throttle body, with two fuel injectors mounted into the side of it. The 92-95 Civic DX uses a true multi-port fuel injection system, with a intake plenum leading to four individual runners, one leading to each individual intake port, and each having its own fuel injector mounted at the head mating surface. In stock form, these differences were good for +10hp and +10tq. The letter writer is encouraged to campaign these vehicle on track, so that additional performance data can be collected.

Prod General

1. #29928 (Bob Hudson) Input on Recommended Prod Brake Changes

Thank you for your letter. The PAC will keep this in mind when considering future allowances.

ST General

1. #29146 (Raphael Assuncao) Request Car /classification

Thank you for your letter. We attempted to reach the letter writer with no response.

T2

1. #29530 (John Weisberg) Alfa Romeo 4C for T2

Thank you for your letter. The car is classed in T3. The CRB feels that it isn't a good fit in T2. We don't feel that the 4c will be capable of competing in T2.

Not Recommended

AS

1. #29761 (Dale Cattell) Air Filter Kit for LS6 and LS2 CTS-V

Thank you for your letter and providing the induction air data. At this point the committee feels that maintaining the factory induction air system is desirable for the restricted prep nature of the car. A reduction of weight was included with letter 29759 in the current Fastrack.

FA

1. #29853 (Richard Zober) Request for Swift 016a Adjustments

Thank you for your letter. The Club Racing Board does not recommend these changes. Data obtained during the 2020 National Championship Runoffs confirms that the Swift 016a's acceleration rate is fully in line with and at no disadvantage to the acceleration rate of the Swift 014a – Mazda MZR 2.0, so adjustments to the 016a's intake restrictor and minimum weight are not warranted at this time.

P1

1. #29901 (Jason Miller) Request displacement change for 2-Cycle 6 cylinder engines

Thank you for your letter. The Club Racing Board does not recommend this change. A review of the data obtained during the 2020 National Championship Runoffs, including a request for additional views, has not shown that an adjustment to the two-cycle engine's displacement is warranted.

P2

1. #29852 (John Gyann) Assisted Shifting in Prototype 2

Thank you for your letter. The Club Racing Board does not recommend this change. CN cars use assisted shifting in their original series, the V de V Challenge Endurance Proto. The intent of the CN spec line is to allow the cars to run in P2 as they ran in the V de V championship, and to control their performance in P2 with an appropriately-sized flat plate intake restrictor, as determined by acceleration rate data. The Club Racing Board has made such an adjustment to the CN car's intake restrictor effective 01-01-2021 and will continue to monitor class performance during the 2021 season. Please see the responses to letter #29822 in the December 2020 Fastrack Technical Bulletin and letter #28072 in the March 2020 Fastrack Minutes.

2. #29902 (Jason Miller) Request to change minimum weight for 2-Cycle 4 cylinder engines

Thank you for your letter. The Club Racing Board does not recommend this change at this time. The 1205cc two-cycle engine platform has not regularly competed in U.S. Majors Tour events, and as a result the Club Racing Board does not have current on-track data for the platform. If members interested in running the 1205cc two-cycle engine enter and compete in U.S. Majors Tour events during the 2021 season, the Club Racing Board will arrange to obtain on-track data to assess the platform's performance potential and make adjustments to the minimum weight warranted by the data.

GCR

1. #29812 (Jim Devenport) Request to Ban Tire Warmers

Thank you for your letter. It is impractical for race officials to monitor and enforce.

GT General

1. #29840 (Andrew Aquilante) Request to Require OEM Sized Side Mirrors

Thank you for your letter. The rule is adequate as written "Mirrors shall provide driver visibility to the rear of both sides of the car."

GT1

1. #28827 (Connor Kennard) Starting GT1 Build - Looking at Electric

Thank you for your letter. The CRB does not recommend adding all electric vehicles to a GT class.

EP

1. #29946 (Jon Brakke) Competition adjustment for BMW Z3

"Thank you for your letter. After reviewing collected on-vehicle data, lap and segment data, and historical performance levels and lap times at Road America for the class, a significant competitive imbalance or class speed creep does not appear to be evident. The PAC will continue to monitor the performance of this car, as well as the general balance across all of EP, at a variety of tracks."

HP

1. #29819 (Mark Brakke) Limited Prep Rear Springs

Thank you for your letter. This change is not recommended. One of the core ideas of Limited Prep is that the type and orientation of a vehicle's suspension design must remain stock. There are several classifications throughout the Prod category with this type of separate shock and spring layout, and how to prepare it to be fully adjustable within the current rules is well within reason.

2. #29891 (Brian Frank) Ford Fiesta Cylinder Head Request

Thank you for your letter. This change is not recommended, as the Fiesta never came with this head on it in the US-market. A weight break was also given to this car earlier in 2020, and the PAC would like to see it campaigned more in that new configuration before considering any additional changes.

3. #29940 (Nick Engels) Toyota MR2 Weight

Thank you for your letter. This change is not recommended. This classification is still relatively new, and its performance potential is still being developed and realized. As more get raced, more data will be collected in terms of lap times, sector times, and on-vehicle dynamics, which will allow the PAC to better monitor its capabilities and consider any future changes that may be needed.

Prod General

1. #29830 (Greg Amy) Request to allow T-Top cars to run as

Thank you for your letter. This change is not recommended. A "Targa-Type Top" is defined in the GCR as being fully removable above the driver's seats, while a "T-Type Top" is defined as having two separate removable sections, but that the roof is otherwise in a fixed position, and removing a fixed position roof is not within class philosophy.

STL

1. #29675 (Steven Zink) Remove 55mm Restrictor Plate from RX8 Renesis Motor in STL

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

2. #29720 (Kristina Etherington) RX8 restrictor plate

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

3. #29766 (Jose De Miguel) Reinstate 55 mm Flat Plate Restrictor

Thank you for your letter. Please refer to letter # 29728 in current Fastrack for BoP adjustments.

4. #29800 (David Zink) Request for Removal of Restrictor Plate From RX8

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

STU

1. #29857 (Skylar McKnight) Request wheel size change

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

T1

1. #27979 (David Woodle) Request to Remove Solid Axle Camber Weight Penalty

Thank you for your letter. Change is not recommended.

2. #29839 (David Mead) Request to Classify 2020 Ford GT in T1

Thank you for your letter. Please provide a VTS sheet to support your request.

T2

1. #28455 (Ron Randolph) Suggested BoP for PCA GTB-1 class in T-2 (With restrictions)
Thank you for your letter. The CRB doesn't feel that this would be a good fit in T2.

T3

1. #29797 (Charles Mack) Petition To Reclassify/Competition Adj. Porsche Spec Boxster
Thank you for your letter. Please make a specific request explaining what could be improved with the Boxster.

2. #29808 (Dan Huberty) Request to Adjust BMW E46 M3 for T3 Class

Thank you for your letter. We would like to monitor the class and collect data before making this change.

T4

1. #29682 (Tim Wise) Allow the SpecMX-5 Cowl Modification for the MX-5 in T4

Thank you for your letter. The CRB doesn't feel that this modification is in line with T4 intent.

Recommended Items

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

AS

1. #29669 (Pamela Richardson) Transmission Gear Ratio Change Proposal

In GCR, Section 9.1.6.D.3.a.1.a., change as follows:

"a. Any H-Pattern 4 or 5 speed transmission is permitted *with the following gear ratios:*

	<i>Wide</i>	<i>Close</i>
<i>1st gear</i>	<i>numerically greater than 2.50</i>	<i>numerically greater than 2.20</i>
<i>2nd gear</i>	<i>1.86 to 2.32</i>	<i>1.50 to 1.81</i>
<i>3rd gear</i>	<i>1.28 to 1.50</i>	<i>1.20 to 1.37</i>
<i>4th gear</i>	<i>equal to 1.00</i>	<i>equal to 1.00</i>
<i>5th gear</i>	<i>numerically less than .78</i>	<i>numerically less than .80</i>

Utilizing close ratios are permitted at a weight penalty of 75 lbs. listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a weight penalty of 50 lbs. Any first gear ratio greater than 2.5 is permitted."

In AS, Spec Lines, Chevrolet/Pontiac Camaro & Firebird (82-92), change as follows:

Gear Ratios: "3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Chevrolet Camaro (10-15), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra & Cobra R (79-93), change as follows:

Gear Ratios: "3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra thru 95 (94-98), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra (99-04), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Mercury Capri (79-86), change as follows:

Gear Ratios: "3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

B-Spec

1. #29480 (Tony Roma) Spec Tire Recommendation

In GCR, B-Spec, section 9.1.10.E.7, change as follows:

"7. Tires: tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted.

a. One of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the car.

b. For Dry racing the Hankook P205/50ZR15 Z214 is required after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs

c. For Wet racing the Hankook 200/580R15 Z217 Rain Tire is allowed after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs

d. Regional Racing can continue with any DOT race tire for wet or dry races through the 2021 season

e. When using the wet tire all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."

PX

1. #29917 (Formula/Sports Racing Committee) PX Run Group

In GCR Appendix B, Section 1.4.2, add language as follows:

"J. The PX class shall be grouped with large bore GT- and sedan-type cars (GT1/GT2/AS/T1) in all U.S. Majors Tour and Super Tour events."

GCR

1. #29715 (Robert Bax) Flat Plate Intake Restrictor Maximum Thickness

In GCR, Appendix F - Technical Glossary, Flat Plate Intake Restrictor, change as follows:

"The restrictor shall be made from flat steel or aluminum *or sheet steel metal with a thickness range of 0.040in-0.250in at least 0.060 inches thick.*"

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2. #29782 (Laurie Sheppard) Court of Appeals Online Submission

In GCR, 8.4.3.A.1., change as follows:

"must be in writing *or submitted via the SCCA online submission form;*"

In GCR, 8.4.3.A.3., change as follows:

"must be received by the National Office *through the SCCA online submission form, email, or delivery service, and electronically timestamped or* US Government postmarked or registered with a carrier service such as UPS or Federal Express or by Express Mail, within 10 days after the decision of the SOM or review committee has been delivered to the appellant; (see the front of the book for addresses)"

In GCR, 8.4.3.A.4., change as follows:

"must be accompanied by a fee of \$175, payable to SCCA, Inc. A minimum of \$100 of any appeal fee will be retained by the SCCA. *If using the online submission form, payment will be due at the time of submission (VISA, MC, DISCOVER accepted).* Faxed, *mailed* or emailed Appeals must include a Visa, ~~or~~ MasterCard, *or Discover account* number for payment of the fee *or payment must be submitted to the National office within 24 hours.* Insufficient funds checks or credit card transactions that are rejected will be grounds for suspension of competition privileges. Any additional fees charged by the financial institution(s) will be assessed to the appellant."

3. #29918 (SCCA Staff) 9.3.11 Add Forward Facing Camera Requirement for HST/Runoffs

In GCR section 9.3.11, make changes as follows:

"9.3.11 CAMERA & CAMERA MOUNTS

A. All cars competing at Super Tour events and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video may be requested by race officials regardless of whether or not said competitor was involved in the incident. Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events.

B. The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. Suction cups or elastic mounts are not permitted. If a tether is used to restrain the camera, the tether length shall be limited so that the camera cannot contact the driver."

4. #30016 (SCCA Staff) Proposed Revisions Necessary for 2021 GCR - Attachment

In GCR, APPENDIX B., replace in entirety as follows:

APPENDIX B. ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS

This section contains administrative procedures and information for members and race organizers. This section mandates certain actions, but it may not be protested or appealed.

1. ORGANIZING EVENTS

1.1. SCHEDULING

1.1.1. Divisional Scheduling Representative

The Executive Steward of each Division will appoint a Divisional Scheduling Representative who will:

- A. Work with the Regions to prepare a Race Schedule for the following calendar year for all events to be conducted within his Division, including potential U.S. Majors Tour dates. All U.S. Majors Tour dates must be confirmed by the Head of Road Racing before being listed on the calendar.

- B. Submit the necessary documents and fees, *if applicable*, to the National Office to support those events.
- C. ~~Mail (see front of book for address) copies~~ *Submit copy* of the final racing schedule for his Division to the Manager of Road Racing (with the appropriate non-refundable calendar listing fees) and to the Chairman of the Club Racing Board, the Regional Executives of all Regions in the Division, and to the Scheduling Representatives of the other Divisions no later than December 1st.

The Scheduling Representative must be appointed in sufficient time to assure that the Race Schedule is completed and filed with the National Office no later than December 1.

1.1.2. Scheduling Policies and Procedures

- A. The Division's Race Schedule encompasses all road race activities, including Regional Events, Drivers' Schools, Practice *and Test* Days, ~~Performance Driving Experience and Time Trial events.~~
- B. Alternative Drivers' Schools (3.1.3.C) and Racing Experience Sessions are not required to appear on Divisional Schedules, but must be sanctioned.
- C. ~~Calendar Listing Fee~~
 - 1. ~~A Region must pay a non-refundable Calendar Listing Fee for each race weekend it will sanction and conduct during the following calendar year.~~
 - 2. ~~A single fee of \$25, made payable to SCCA, is required for each weekend of racing.~~
 - 3. ~~Calendar Listing Fees are submitted to the Scheduling Representative, who forwards the fees and the approved Racing Schedule to the National Office.~~
 - 4. ~~If a date request is denied, the Fee will be refunded.~~
 - 5. ~~Change of date requests are considered new applications and a separate fee is required. The Scheduling Representative shall notify the parties listed in, AppB.1.1.1.C as changes are made in the final schedule.~~
- D. No U.S. Majors Tour events may be scheduled for a weekend that is less than two weeks prior to the start of the Runoffs.

1.2. POSTPONING OR CANCELLING EVENTS

All or part of an event may be postponed or cancelled under the following conditions:

- A. Provision is made in the Supplemental Regulations for the event, or
- B. The SOM order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control.
 - 1. Postponement. After consulting with the organizing Region, the SOM may postpone the classes not afforded the opportunity to race (as opposed to practice or qualify), provided a scheduled date is available at the same facility within the same competition year. The postponed races shall be run under the original sanction number.
 - 2. Cancellation. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated and a reasonable portion of the entry fee shall be returned.
 - 3. Credit for Start. If an entire event is cancelled (all classes, all sessions), there shall be no credit for a start. If a race is postponed, the competitors have the option of either competing in the postponed race, or receiving a prorated refund and being classified as DNS for that race, provided they have participated in a practice session or are shown on the qualifying results for that race.

1.3. SANCTIONING EVENTS

- A. Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions, *designating one (1) primary host region.*
- B. The SCCA name and emblem (logo) may be used only with events sanctioned by SCCA.
- C. The National Office will issue a sanction within 5 business days from date of receiving the completed sanction application.

Appendix B. Organizational and Administrative Procedures for Events

1.3.1. Applying for an SCCA Sanction

Sanction applications must be submitted for approval at least 45 days prior to the scheduled date of the event with the following:

- A. ~~Completed~~ *Completing the online Event Sanction Process or completing a* current SCCA Sanction Application Form
- B. Entry Form
- C. Supplemental Regulations
- D. Schedule of Events

1.3.2. Sanction Requirements

In addition to the items listed in App B.1.3.1, the following conditions must be met before a sanction number can be issued:

- A. The race event is listed on the official SCCA calendar.
- B. SCCA has approved the course for Road Racing.
- C. The organizer owes no event related fees for prior events. See App B.1.6 for information about event fees.

1.3.3. Sanctioning for Alternative Drivers' Schools

SCCA Regions wishing to hold a Drivers' School using the Alternative Driving School method must submit a sanction applications to the National Office no less than 10 days prior to holding a school and include the following:

- A. Sanction Application Form
- B. Name(s) of *approved* Instructor(s)
- C. Dates of "school" elements (classroom/on-track)
- D. Approval *by the Divisional Executive Steward or his designee.*

1.3.4. Courses

The words "course" and "circuit" and "track" are considered interchangeable for the purpose of these rules.

1.3.4.1. Types of SCCA Course Approval

SCCA must approve any course for a Road Racing event. For a particular track, the SCCA may:

- A. Limit the types of events.

- B. Restrict the number of cars which may be started simultaneously or in total.
- C. Restrict the number of entries which may be accepted for an event.
- D. Restrict the classes and categories of cars.

- E. Restrict the license grades of drivers.
- F. Disapprove the course for all SCCA speed events.

1.3.4.2. Application For An Event On An Unapproved Course

A Sanction Application for an event at a course not already approved by the SCCA must be submitted at least 2 months before the proposed event, and must include a full description of the course and facilities, including a scale map.

1.4. SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers may distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

1.4.1. Required Contents of Supplemental Regulations

Supplemental Regulations establish specific conditions for an event.

Before a sanction for an event can be issued, the Divisional Executive Steward or his designee must approve all Regulations different than those of the GCR. The Club Racing Board has the right of review and final approval at their discretion.

For U.S. Majors Tour events, Supplemental Regulations are drafted by the sanctioning Region and the U.S. Majors Tour staff. The Supplemental Regulations are submitted by the sanctioning Region, reviewed and approved by the Division's Executive Steward (or his designee), and reviewed and approved by the Head of Road Racing.

Supplemental Regulations must contain the following information for the event: A. The name, location, dates, nature, and event type.

B. Supplemental Regulations must be updated with the sanction number and sanction type immediately. "

5. #30026 (SCCA Staff) 2021 Runoffs Qualification Criteria

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

~~"For 2020 only, due to COVID-19 event cancellations: Participate on track in a minimum of three (3) separate U.S. Majors Super Tour and/or Conference event weekends and have a 3. Events GCR – 31 minimum of one (1) individual race finish, all in the same class. Events may be a part of any Conference. A driver may substitute up to two of these required Majors weekends with: – Regional race weekends (separate from any qualifying Majors weekends) in the same class, or – Substitute entries in the same class o May be any US Majors Tour Conference or Hoosier Super Tour event held after March 16 that the driver did not participate in within the same class. o Substitute event entries must be purchased by 9/21/20 and are non-refundable. Example: A driver is only able to participate in one Majors weekend in 2020 and finishes one race on that weekend. They will qualify for the Runoffs if they: – Participate in two additional Regional Weekends in the same class, or – Participate in one additional Regional weekend in the same class and purchase one substitute event entry, or – Purchase two substitute event entries. International drivers unable to meet the participation criteria due to border closures may request a waiver of the Majors participation requirement for 2020. The substitute entry process still applies. Only drivers that participated in the 2019 U.S. Majors Tour and/or Runoffs may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 4, 2020 and include: – The class(es) you intend to race in at the 2020 Runoffs – A scanned copy of your foreign passport page that includes your name and photo. – Any motorsports events (SCCA or otherwise, in any country) that you have participated in during 2020. The following section is suspended until 1/1/21: ({~~

Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race finishes, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional 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. Endurance races are not eligible.

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 choosing the SCCA Pro Racing Path must purchase substitute Majors entries through the Member Account Portal of SCCA.com for the number of substitute Majors event weekends (either 1 or 2) by September 14, 2021. SCCA will collect and distribute the fees to the SCCA Regions. ~~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.~~

GT1- TA

GT2- TA2 or TA-SGT

T1 - TA-SGT or TA-GT

T2 - TA-GT

FA – F3, F4, *FRA*, Atlantic (FRP), FB (FRP)

FX – F4, *F2000 (FRP)*

FC – F2000 (FRP)

FF – F1600 (FRP)

P2 – Radical Cup North America

This replaces participation but not the Majors finish or points requirements.”

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

“The following section is suspended until 1/1/2022.

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference’s point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.”

GTL

1. #29818 (Chris Doodson) Exhaust Rules Contradiction

In GCR, Section 9.1.2F.7.e.1., change the following:

~~“Note that the exhaust outlet shall still be mounted as low as possible; this does not authorize exhaust outlets through the door.”~~

T2

1. #28542 (Hans Peter) Request Cooling and Update Rules around BMW 235iR

In T2 Spec Lines, BMW M235iR (-2016), add to notes as follows:

"EVO package permitted +75 lbs."

Taken Care Of

B-Spec

1. #29315 (Ali Naimi) Against Spec Tire

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

2. #29317 (Blair Deffenbaugh) B-Spec Spec Tire Thoughts

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

3. #29318 (Frank Schwartz) Spec Tire Feedback

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

4. #29324 (G. Brian Metcalf) Against Spec Tire

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

5. #29326 (Fritz Wilke) Against Spec Tire

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

6. #29330 (Rob Piekarczyk) Against Spec tire

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

7. #29344 (Rick Harris) Opposes Spec Tire

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

8. #29369 (Brandon Vivian) 2021 Spec Tire - Considerations - Not supported

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

9. #29377 (Rob Piekarczyk) Request information on the Spec tire process

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

10. #29388 (Robert Bax) Spec Tire comments

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

P2

1. #29862 (Greg Gyann) Request for parity in the Prototype 2 Class

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #29852 in this Fastrack and letter #29822 in the December 2020 Fastrack Technical Bulletin. Adjustments have been made effective 01-01-2021 to the flat plate intake restrictors on the CN car's stock Honda K20A engine and stock 1.0 liter motorcycle engines manufactured before the 2009 model year. Time needs to be afforded these changes to evaluate their effectiveness in improving competition and class participation. The Club Racing Board will continue to monitor performance during the 2021 season and will make additional data-based adjustments if needed.

2. #29871 (Thomas Kaufman) P2 Rules Considerations

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letters #29852 and #29862 in this Fastrack and letter #29822 in the December 2020 Fastrack Technical Bulletin. The Club Racing Board will continue to monitor class performance during the 2021 season and will make additional data-based adjustments if needed.

GT General

1. #26004 (Luis Rivera) Request for Clarification on Bridge Porting for Rotary

Thank you for your letter. Please refer to Technical Forms and Downloads on the SCCA website.

GT3

1. #26510 (Luis Rivera) Disenfranchised Weight Penalty and Porting Clarification

Thank you for your letter. Please refer to Technical Forms and Downloads on the SCCA website.

STL

1. #29932 (Louis Boustani) Rear Wheel Drive Weight Penalty Removal Request

Thank you for your letter. Please see letter # 29728 in current Fastrack.

STU

1. #29562 (Raymond Philibert) Request For Weight and Choke Adjustment of 13B Street Port

Thank you for your letter. Please reference letter # 29333 in the current Fastrack.

T2

1. #28833 (Joseph Aquilante) Request to change T2 C5 Corvette restrictor, weight, and brakes

Thank you for your letter. Please see letter # 29486 in December Fastrack.

2. #29039 (Kurt Rezzetano) 97-04 Corvette C5 BOP

Thank you for your letter. Please see letter # 29486 in December Fastrack.

3. #29050 (Tim Kezman) BOP Help for the Porsche 997.2 with PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

4. #29053 (William Moore) 2014 Camaro SS Intake

Thank you for your letter. Please see letter # 29486 in December Fastrack.

5. #29054 (William Moore) Request for 2014 Camaro SS 85 mm Restrictor Size

Thank you for your letter. Please see letter # 29486 in December Fastrack.

6. #29058 (Brian LaCroix) Corvette Balance of Performance

Thank you for your letter. Please see letter # 29486 in December Fastrack.

7. #29064 (William Moore) Porsche PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

8. #29065 (Michael Lavigne) Request for Mustang Competition Adjustment

Thank you for your letter. Please see letter # 29486 in December Fastrack.

9. #29069 (Mark Boden) Porsche 997 PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

10. #29071 (Joe Aquilante) Request to Look at T2 BOP

Thank you for your letter. Please see letter # 29486 in December Fastrack.

11. #29268 (ALI SALIH) Reevaluate align T2 Porsches

Thank you for your letter. Please see letter # 29486 in December Fastrack.

12. #29346 (Michael Lavigne) Comp Adjustment for Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

13. #29348 (Brian LaCroix) Rule Making Process and Adjustments

Thank you for your letter. We have made recent changes to try to improve the BOP of T2.

14. #29751 (Tim Myers) Post Runoffs Feedback T2

Thank you for your letter. Please see letter # 29486 in December Fastrack.

15. #29798 (Scotty White) Request to Help S550 Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

16. #29799 (Scotty White) Request to Help S197 Mustang GT

Thank you for your letter. Please see letter # 29486 in December Fastrack.

17. #29803 (Michael Lavigne) Request for Competition Adjustment for Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

18. #29832 (Nathan McBride) Request Homologation of new car in T2 see letter 29523

Thank you for your letter. Please see letter # 29523 in current Fastrack.

T3

1. #28315 (Joshua Fitzpatrick) Turbo Inlet Restrictor

Thank you for your letter. The Touring Committee has made several attempts to contact the letter writer to gain understanding of the request and work with them to find a compliant solution however the writer has not responded

T4

1. #29661 (James Hammond) 06-11 Civic Si Struts/Shocks

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

2. #29707 (Chris Taylor) Request for Mazda3 LSD

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

3. #29718 (David Mead) RX8 Sway Bar Alternatives

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

4. #29771 (Rich Grunenwald) Request Allowances for 2005 - 2010 Mustang

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

5. #29773 (Matthew Miller) Help for the 2005-2010 4.0 Liter V6

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

6. #29780 (Christopher Windsor) 06-15 MX5 BOP

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

7. #29794 (Scotty White) Request to Help Mustang

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

8. #29873 (Richard Dickey) Mazda RX-8 BOP Request

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

9. #29875 (Brent Simonson) Request for Adjustments to the Mazda RX-8

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

10. #29881 (Owen Schefer) Request RX8 considerations

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

11. #29882 (Greg Guthrie) Request for Balance of Power Help for RX8

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

What Do You Think

None.

RESUMES

None.

TECHNICAL BULLETIN

DATE: December 20, 2020

NUMBER: TB 21-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2021. 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. #29514 (Scott Marcero) Request for 2015 -2017 Ford Mustang Spec Line

In AS, Spec Lines, classify the Ford Mustang GT 5.0l (15-17) Restricted Preparation as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
<i>Ford Mustang GT 5.0l (15-17) Restricted Preparation</i>	<i>107.0</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>(14.0/355)</i>	<i>295 tire: 3600</i>	<i>Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. 55mm flat plate restrictor required. Rear spring relocation to shock permitted.</i>

2. #29591 (Tom Brown) Request Trunk lid / Rear Hatch clarification

In GCR, Section 9.1.6.D.7.d.4., change as follows:

"Underhood bracing on stock hoods, *trunks, and rear decks* may be modified or removed."

3. #29759 (Dale Cattell) Common Weight for CTS-V Tire

In AS, change Weight (lbs.) (tire sizes are max) as follows:

Cadillac CTS-V (04-07):

"~~275 Tire: 3420~~ 295 Tire: ~~3470~~*3450*"

Chevrolet Camaro SS (V8) (10-13):

"~~275 Tire: 3550~~"

Dodge Challenger (08-20):

"~~295 Tire: 3500~~ 315 Tire: 3600"

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

4. #30041 (American Sedan Committee) Correction to specifications inadvertently deleted
In AS, classify the Chevrolet/Pontiac Camaro & Firebird (93-02) as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
<i>Chevrolet/Pontiac Camaro & Firebird (93-02)</i>	<i>101.1</i>	<i>See 9.1.6.D.3.a.1.a</i>	<i>13.1 x 1.27 Disc</i>	<i>3250 Over 313 CID 3500</i>	<i>Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. 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.</i>

In AS, classify the Ford Mustang GT (05-14) as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
<i>Ford Mustang GT (05-14)</i>	<i>107.1</i>	<i>See 9.1.6.D.3.a.1.a</i>	<i>13.1 x 1.27 Disc</i>	<i>3350 Over 313 CID 3600</i>	<i>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 #: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 200 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted.</i>

B-Spec
None.

Formula/Sports Racing

FA

1. #29702 (Tyler Wilson) Request to classify Formula Lites Crawford FL15

In FA Table 2, classify the Formula Lites Crawford FL15 as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula Lites Crawford FL15</i>	<i>Stock 2.4 Liter Honda K24Z7</i>	<i>(F) 13 x 9 (R) 13 x 10.5</i>	<i>See notes</i>	<i>Hewland FTR 500 6-speed sequential transmission with pneumatic paddle shift system</i>	<i>1325</i>	<i>Car must comply with all Formula Lites technical regulations found here: https://www.scca.com/pages/technical-forms-and-downloads. No engine modifications except dry sump oil system, airbox, and HPG exhaust header. No engine machining allowed. GEMS ECU map must remain original and unmodified. The CRB may require a Flat Plate Intake Restrictor at any time.</i>

FX

1. #29933 (Doris Siebert) Request for Car Classification to Compete in Formula X

In FX, GCR section 9.1.1.J.B, add the following:

"8. 2010–2017 Formula Renault 2.0 – Shall comply with notes in Table 1."

In FX Table 1, classify the 2010–2017 Formula Renault 2.0 as follows:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
2010-2017 Formula Renault 2.0	2.0 Liter Renault F4R 832	(F) 9 (R) 10	See notes	See notes	1300	<p><i>Engine must remain sealed. Car must comply with year-specific Formula Renault 2.0 manual, technical regulations, and all applicable bulletins found here: https://sites.google.com/a/renewalt-sport.com/formule-renault-2-0-en/bulletins-techniques/2017</i></p> <p>https://sites.google.com/a/renewalt-sport.com/formule-renault-2-0-en/manuel-d-utilisateur/2017</p> <p><i>No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance. The CRB may require a Flat Plate Intake Restrictor or reclassify the car at any time.</i></p>

P1

1. #30038 (Club Racing Board) DP02 Sealed 2ltr Engine Option

In P1 Engine Table, Elan DP02-spec Mazda MZR, change Notes as follows:

"Sealed engine option will be removed **effective 13/1/2021**.

PX

1. #29796 (JOHN LABRIE) Request to classify Superlite Aero in PX

In PX Table 1, classify the Superlite Aero as follows:

Table 1					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Superlite	Aero	Sealed Katech GM LS3 6.2L V8	NA	2180	

GCR

None.

General

None.

Grand Touring

GT2

1. #29742 (Tom Patton) Request change to engine firing order rule

In GT2/ST, Spec Lines, Ford Mustang/ Thunderbird (Boss 302), add to Notes as follows:

"*Firing Order is Unrestricted*" for this engine."

2. #29833 (Nathan McBride) Request E-46 BMW M3 balance of performance

In GT2/ST, Spec Lines, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, change weight as follows:

"~~2600~~2500"

3. #30029 (Club Racing Board) GT2-ST CORVETTE CHANGES

In GT2-ST, Spec Lines, classify Chevrolet Corvette (-2013) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Chevrolet Corvette (-2013)</i>	<i>L76 5967</i>	<i>3000</i>	<i>73 mm Flat Plate</i>	<i>GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.</i>

In GT2-ST, Spec Lines, Chevrolet Corvette (-2019), change as follows:

Year: "~~14-2019~~"

Restrictor:

L76 5967: "~~70~~73 mm flat plate"

In GT2-ST, Spec Lines, Chevrolet Corvette (-2019), change Min. Weight as follows *effective 3/1/2021*:

LS2 5967: "~~3000~~3100"

L76 5967: "~~3000~~3100"

6162 w/74mm flat plate: "~~3000~~3100"

6162 w/71mm flat plate: "~~3250~~3300"

6162 w/68mm flat plate: "~~3250~~3300"

7011: "~~3200~~3300"

7011 OEM: "~~3275~~3325"

GTL

1. #29754 (Michael Lewis) Request for Help for Mazda 12A

In GTL Engines - MAZDA, Spec Lines, 12A, change as follows *effective 3/1/2021*:

Fuel Induction: "~~27~~29mm SIR"

Weight: "~~1950~~2000"

Notes: "~~May use a 28mm SIR plus 175lbs.~~"

2. #29805 (Peter Zekert) Please Add GTL Nissan 1.8L Engine MRA8DE

In GT Engines, classify the MRA8DE as follows:

GT Engines -								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MRA8DE	DOHC	79.7mm x 90.1mm	1797	Alum. Cross flow	4	22.5mm SIR	2050	

3. #29867 (Grand Touring Committee) Increase 13b SIR size

In GTL, Spec Lines, Engines - MAZDA 13B, change as follows:

Fuel Induction: "~~26~~28mm SIR"

Notes: "~~May use a 27mm SIR plus 175lbs.~~"

Improved Touring

None.

Legends Car

None.

Production

1. #29893 (Rich Walke) Alternate Front Brake Rotors and Calipers for EP AH 3000

In EP, Spec Lines, Austin-Healey 3000 Mk. I, II, III, add to Brakes Alt.: mm/(in.) as follows:

"Rear Disc: #H82462 *Front calipers & discs from TR-6 (std. or alt)*"

FP

1. #29963 (Chuck Mathis) Request VW weight break

In FP, make weight changes as follows:

Volkswagen Golf 1.8 (85-92): "~~1950~~1900"

Volkswagen Jetta (includes GLI) (82-84): "~~1783 1733 1853~~1803"

Volkswagen Jetta 1.8 (85-92): "~~1950~~1900"

Volkswagen Rabbit (Includes Convertible): "~~1783 1733 1853~~1803"

Volkswagen Scirocco: "~~1783 1733 1853~~1803"

Spec Miata

None.

Super Production

None.

Super Touring

STL

1. #29728 (Tom Fowler) Request for FWD and RWD Parity

In STL, GCR Section 9.1.4.2.H.2, change as follows:

"Rear wheel drive cars with strut front suspension must add ~~3~~**0.5** percent to their baseline STL weight. All other rear wheel drive cars must add ~~5-5~~**2.5** percent to their standard baseline STL weight."

2. #29815 (David Mead) Request to Remove Honda F20C 2% Weight Penalty

In STL Spec Lines, Honda F20C, change Minimum Weight as follows:

"Chart+~~2~~**2**%"

3. #30023 (Club Racing Board) Request for FWD and RWD Parity

In STL, Table A, Acura/Honda B16, change Notes as follows:

"~~54~~**53**mm flat plate restrictor required."

In STL, Table A, Acura/Honda B17, change Notes as follows:

"~~54~~**53**mm flat plate restrictor required."

In STL, Table A, Acura/Honda B18C1, change Notes as follows:

"~~54~~**53**mm flat plate restrictor required."

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

"~~53~~**52**mm flat plate restrictor required."

In STL, Table A, Mazda MZR, change Notes as follows:

"~~53~~**52**mm flat plate restrictor required."

STU

1. #29333 (Nick Leverone) 13B Rules Adjustment

In STU, remove Spec Line in entirety, Mazda 13B, weight 2300.

In STU, remove Spec Line in entirety, Mazda 13B Bridge Port, weight 2600.

In STU, classify Mazda 13B Street Port as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda 13B Street Port</i>	<i>N/A</i>	<i>2400</i>	<i>Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly. Auto-type 2bbl choke(s) with any dual-Y manifold.</i>

Touring

T1

1. #29708 (Joe Aquilante) Correct T1 Limited Prep Years

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

"(06-~~12~~13)"

T2-T4

1. #29523 (Victor Leleu) Request to Classify BMW M2 CS

In T2, classify the BMW M2 CS Cup 2020+ as follows:

T2	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 M2 CS Cup 2020+</i>	<i>84mm x 89.6mm 2979 (cc)</i>	<i>2693mm</i>	<i>10.5 x 18</i>	<i>295</i>	<i>4.81, 2.59, 1.70, 1.28, 1, .84, .67,</i>	<i>4.17</i>	<i>380mm (f) 390mm (r)</i>	<i>3625</i>	<i>As homologated from BMW Motorsports No other changes or touring rule allowances permitted.</i>

2. #29860 (Randall Smart) Request Mustang 8.8 rear axle replacement

In T4, Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:

"*GT 8.8 rear axle assembly with 3.55 final drive allowed with +25lb penalty.*"

3. #29908 (Touring Committee) Cap year range on all 86s

In T3, Spec Lines, Scion FR-S/ Toyota 86, GT (13-20), change Year as follows:

"(13-~~20~~21)"

In T3, Spec Lines, Subaru BRZ (13-20), change Year as follows:

"(13-~~20~~21)"

In T4, Spec Lines, Subaru BRZ (2017-), change Year as follows:

"(2017-~~21~~)"

In T4, Spec Lines, Toyota 86, GT (2017-), change Year as follows:

"(2017-~~21~~)"

T3

1. #29710 (Derek Kulach) 350Z Rear Caliper Replacement

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

"*44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.*"

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

In T3, Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to Notes as follows:

"44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

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

"44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

In T2, Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to Notes as follows:

"Stillen part #400338 permitted. 44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here"

2. #30002 (Touring Committee) 2020 T3 Suggested Changes

In T3, Spec Lines, Ford Mustang EcoBoost (2015-), change Notes as follows *effective 3/1/2021*:

"~~36~~35mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. EcoBoost Performance Package allowed in part or complete. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber link part #UTCA064 permitted. Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs). Ford Motorsports 6-piston M2300V 380mm brake kit allowed with +175lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with +100lb penalty. Sway bars allowed up to 35mm (F) 25mm (R)."

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

"DE Motor: ~~3275~~3250"

In T3, Spec Lines, Ford Mustang V6 (15-17), change Weight as follows:

"~~3525~~3475"

In T3, Spec Lines, Ford Mustang V6 (15-17), change Notes as follows:

"~~55~~58mm flat plate restrictor required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters). Sway bars allowed up to 35mm (F) 25mm (R). Ford Motorsports 6-piston M2300V 380mm brake kit allowed with +175lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with +100lb penalty."

T4

1. #29681 (Tim Wise) Allow the SpecMX-5 Update Kit Into Touring 4 for the MX-5

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

"Mazda Transmission kit part # 0000-02-5700."

In T3, Spec Lines, Mazda MX-5 NC (06-15), add to Notes as follows:

"Mazda Transmission kit part # 0000-02-5700."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Joseph Tobin vs. SOM COA Ref. No. 20-09-SE December 9, 2020

FACTS IN BRIEF

On September 27, 2020, following the Group 3 race at the SARRC Invitational Challenge at Roebing Road Raceway, Joseph Tobin, driver of Spec Miata (SM) #18 filed a Protest against Thomas Hart, driver of SM #44 charging violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road) including blocking and avoidable contact.

The Stewards of the Meeting (SOM) Kurt Breitingner, Carol Cone, Toni Creighton, George DeLong, and Peter Olivola (Chairman) met, reviewed the evidence, heard witnesses, and determined there was insufficient evidence to determine fault. Mr. Tobin appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Laurie Sheppard, and Jack Kish (Chairman) met on October 29, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Tobin, received October 27, 2020.
2. Official Observer's Report and related documents, received October 27, 2020.
3. Edited video from Car #44, received October 27, 2020.
4. Video, photos, and statements provided by Mr. Tobin, received October 27, 2020.
5. Additional statement and video from Mr. Hart, received November 5, 2020.

FINDINGS

In his appeal letter, Mr. Tobin described his participation in the Protest Hearing held on September 27, 2020. He cited a lack of available technology to adequately view his in-car video of the race. The COA notes Mr. Tobin's video was not retained by the SOM, although the Hearing and Decision form indicates video was considered. Edited video from Car #44 was submitted as part of the Observer's Report.

After reviewing Mr. Tobin's Appeal letter and the official Observer's Report, the COA was unable to verify Mr. Tobin was given a full and equitable hearing of his Protest. GCR 8.4.5.A.2. states the COA may "request the Chairman of the Stewards Program to

appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action". Therefore, to provide Mr. Tobin and Mr. Hart with full and equitable due process, such a request was made.

A new SOM court consisting of Kevin Coulter, Dave Deborde, and Fred Brinkel, Chairman, convened remotely to review all submitted evidence and witness statements, interview the parties to the protest, and rule on Mr. Tobin's allegations. The SOM provided their ruling to Mr. Tobin and Mr. Hart separately on November 24, 2020. In doing so, the original SOM's ruling became null and void. Mr. Hart was advised of his right to appeal the new ruling. Mr. Tobin was advised he could continue his appeal based on the new SOM decision. Mr. Tobin withdrew his appeal.

DECISION

The COA returns Mr. Tobin's appeal unheard. As no additional appeal was initiated, the matter is now closed. Mr. Tobin's entire appeal fee will be returned.

CLUB RACING BOARD MINUTES | January 5, 2021

The Club Racing Board met by teleconference on January 5, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin and Dayle Frame, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

General

1. #30227 (Club Racing Board) Driver Restraint System Expiration Date Extension

The expiration date for Driver Restraint Systems that expired 12/31/2020 has been extended through February 28, 2021. It has come to the attention of the SCCA that due to COVID-related manufacturing and shipping interruptions, the availability of certain Driver Restraint System brands have been delayed in the United States. Deliveries are expected to resume the first week of February. For additional details, contact the tech department at SCCA.800-770-2055tech@scca.com. Thank you, Club Racing Board

No Action Required

B-Spec

1. #29323 (Donald (Steve) Hewett) Against Spec Tire for B-Spec

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the January 2021 Fastrack.

2. #29590 (Alex Ratcliffe) Choose a proper Rain tire for BSPEC

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

3. #29723 (Frank Schwartz) Request Spec Rain Tire

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

4. #29816 (G. Brian Metcalf) Request to Remove the 200 Tread Wear Rain Tire Requirement

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

5. #29859 (John Phillips) Restrictor Plate Thickness

Thank you for your letter. Please see letter # 29715 in January Fastrack.

FA

1. #30099 (Michael Holland) FB Engines and Transmissions in FA

Thank you for your letter. The FA rules provide that engines shall be derived from automobiles unless otherwise specified in the tables that follow. Please see GCR section 9.1.1.A.2.a. Table 2 specifically states that motorcycle-based 4-cycle engines up to 1000cc may be used in F1000 cars competing in the FA class. The FA rules also state that no more than five forward speeds and an operational reverse gear shall be used unless otherwise noted in Table 2 that follows. Please see GCR section 9.1.1.A.3.a. Table 2 states that F1000 cars competing in the FA class must comply with the December 2019 GCR Formula 1000 (FB) preparation rules, which specifically permit the use of a motorcycle engine's associated sequential transmission and state that a reverse gear is not required. The F1000 car is properly classified in the FA class.

FV

1. #30071 (Michael Clark) 4-bolt disc brakes in Formula Vee - IN FAVOR

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #30080 in this Fastrack.

FX

1. #29716 (Jim Rogaski) FM Tire Use

Thank you for your letter. The Club Racing Board does not recommend this change. The rules are adequate as written.

2. #30160 (Craig Seeley) Formula Renault FR2.0

Thank you for your letter. The Formula Renault 2.0 was not classified in the FX class in 2020. Please see the response to letter #27793 in the January 2020 Fastrack Board of Directors Minutes. Nor was the Formula Renault 2.0 recently added to the FA class. The Ex-Fran-Am 2000 Formula Renault 2.0 has been classified in FA since 2008 and remains classified in FA for 2021. Please see FA Table 2 in the General Competition Rules from 2008 through 2021. The 2010-2017 Formula Renault 2.0 has recently been classified in the FX class effective 1/1/2021 based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am 2000 Formula Renault 2.0 in FX may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX. Please see the response to letter #30139 in this Fastrack.

PX

1. #30091 (David Gomberg) Opposed to PX Grouping (January Fastrack letter #29917)

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

2. #30115 (Peter Jankovskis) Opposition to Proposed Rule Requiring PX Cars be Grouped With GT1

Thank you for your letter. The lightest car classified in PX is the V8-powered Radical SR8, which runs at a minimum weight very close to a Porsche 962's weight. Please see PX Table 1. All other cars classified in PX are heavier than a Porsche 962. The Club Racing Board has no plans to classify cars lighter than the Radical SR8 in the PX class.

GCR

1. #29379 (John Weisberg) Roll Cages for Cars with Composite Chassis

Thank you for your letter. Roll Cage and installation must be FIA certified.

2. #29900 (Jim Lee) Fire System Rules

Thank you for your letter. Please see letter # 29883 in current Fastrack.

3. #29991 (Christopher Childs) Traction Control

Thank you for your letter. It is the intent of the rules to prohibit traction control except where specifically allowed regardless if the current technical inspection capabilities are able to accurately detect the use in every case. As technology and SCCA's data collection progress it is anticipated that detection capability will be developed. In the meantime it is important to make clear in the rules where this technology is prohibited and where it is permitted with the expectation competitors will as a matter of honesty and integrity not utilize the technology where prohibited.

4. #30030 (Eric Heinrich) Request Trailing Arm clarification

Thank you for your letter. Rules are adequate as written, rules from Road Racing do not cross over to Time Trials. If you are requesting a compliance review, please see GCR 8.1.4.

5. #30042 (Clark Cambern) Roll Cage Rules Clarification: Gussets

Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

6. #30044 (Clark Cambern) Roll Cage Rules Clarification: Number of Gussets

Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

ITA

1. #30027 (Anthony Depietto) Pillaging the ITA Class.

Thank you for your letter. All cars competing within Improved Touring should meet all ITCS regulations as found in GCR 9.1.3, no further regulations are required. Any crossover competitor should be aware of this requirement and adhere to the regulations. In the case where a competitor has presented an illegal car for competition, please use the procedure outlined in GCR 8.3 PROTEST PROCEDURES to protest the rule compliance of the car. We suggest identifying the cars from the entry list ahead of time. We also suggest discussing the issue with your fellow Improved Touring competitors and entrants so that a community response may be implemented.

ST General

1. #29989 (Christopher Childs) ABS Brakes

Thank you for your letter. ABS systems may be added to cars not originally equipped. The ABS system must be of the same manufacturer as the car it is being added to and be a street car production system. Non ABS weight break does not apply."

STL

1. #29987 (Christopher Childs) Adjust the Size of the Restrictor for the Honda B16, B17, and B18

Thank you for your letter. Please refer to January Fastrack for restrictor updates.

2. #29995 (Kevin Koelemeyer) STL FWD Discrepancy

Thank you for your letter. Please refer to the January 2021 Fastrack.

STU

1. #29971 (Eric Heinrich) RE: STU WDYT #26402 FPR's

Thank you for your letter. We will take your suggestions into consideration.

2. #29972 (Eric Heinrich) Re WDYT #26402 ITB's

Thank you for your letter. We will take your suggestions into consideration.

3. #30084 (David Mead) Opposition Letter to 13B Changes in STU

Thank you for your letter. Please see January GCR for clarification.

T1

1. #30147 (Craig Capaldi) Requesting Clarification of T1 / Mustang / Thunderbird Spec Line

Thank you for your letter. Your understanding of the rules is correct. You can combine any listed body with any listed engine on a spec line. There are recent changes to that T1 spec line that pertain to your question.

T2

1. #30010 (Harley Kaplan) T2 Porsche 996 Wing

Thank you for your letter. The vast majority of member input regarding T2 over the past 12 months indicated that people wanted to lessen restrictions on competitive cars to achieve parity with the 996. If we removed the wing from the 996 and helped the other cars, it would be non-competitive.

T3

1. #28978 (Scotty B White) Request weight and brakes

Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

2. #29795 (Scotty White) Request to Help Mustang S550 V6

Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

3. #30098 (Marshall Mast) Revise Ecoboost Mustang Changes In T3

Thank you for your letter. The content of this letter was reviewed and changes pertaining to this spec line will be addressed in the T3 class BOP letter.

T4

1. #29777 (Derrick Ambrose) 2014-2018 Mazda 3 Wheel Width for T4

Thank you for your letter. Please see letter # 29752 in December Fastrack.

2. #29924 (Scotty White) Mustang Parity in T4

Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

Not Recommended

B-Spec

1. #29645 (Alex Ratcliffe) Request to make the whole BPSEC class lighter

Thank you for your letter. In general speeding cars up and not slowing cars down is the right philosophy. However, no changes to the BoP are recommended at this time.

2. #29647 (Alex Ratcliffe) Suggest to introduce rewards weight for 2020 in Bspec for parity

Thank you for your letter. Rewards weight is not consistent with the philosophy of an amateur class like B Spec and is not supported at this time.

3. #29686 (Robert Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

4. #29714 (Robert Bax) Request for BoP Weight Adjustment

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

5. #29724 (Frank Schwartz) New vs Old Mini R56 BOP

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

6. #29749 (Chris Taylor) Rear Swaybars

Thank you for your letter. To be consistent with the way the class has run please submit part numbers for any/all available parts and we will add them to the spec line. Opening up the suspension to allow any part is against the spirit of the rules.

7. #29767 (G. Brian Metcalf) Request to reduce weight on the 2011-2013 MINI Cooper

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

8. #29768 (G. Brian Metcalf) Request to Remove the Restrictor from the 2011 - 2013 MINI Cooper

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

9. #29786 (Conner Kelleher) 2011-13 Mini Cooper BOP

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

10. #29835 (Fritz Wilke) Fiesta Power to Weight Adjustment Requested

Thank you for your letter. After reviewing the data from 2020 no changes to the BoP are recommended right now.

11. #29858 (John Phillips) Request for Yaris Weight Reduction

Thank you for your letter. Based on analysis of data from the 2020 race season no BoP changes are recommended at this time.

12. #30013 (Joseph Gersch) Request Relief for the Toyota Yaris

Thank you for your letter. After analyzing the results from the 2020 race season, BoP changes are not recommended at this time.

FF

1. #29872 (Joseph Fisher) Crankshaft Verbiage Change

Thank you for your letter. Discussions were held with a number of professional Ford Kent 1600 engine builders who report that they have **not** experienced any significant failures with the allowed crankshafts when they are shot peened and properly prepared. The author's suggested change to the rule would permit forged crankshafts which would be significantly more expensive and possibly be perceived as a competitive advantage.

FV

1. #30080 (Matt Clark) 4-Bolt Disc Brakes in FV

Thank you for your letter. The Club Racing Board does not recommend restricting the weight and material of the hub assembly at this time. The disc brake rule permits the use of any hub assembly as long as it can be fitted with a wheel allowed by the Formula Vee rules. The rule already allows the use of two-piston calipers and two-piece rear brakes. Please see GCR section

9.1.1.C.4.D. The type of wheel used does not determine the disc brake components permitted. Please see the response to letter #28955, November 2020 Board of Directors Minutes.

FX

1. #30139 (Aaron Hill) Request for Reclassification of Ex-Fran-Am Cars

Thank you for your letter. The Club Racing Board does not recommend this change at this time. The 2010-2017 Formula Renault 2.0 has been classified in the FX class based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am Formula Renault 2.0 in the FX class may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX.

P1

1. #30057 (Chris Vian) 2.3L sealed engine

Thank you for your letter. The Club Racing Board does not recommend this change. The requirements for 2.3L engines have not been changed for 2021. The rules have required all 2.3L engines to use a single inlet restrictor (SIR) since the sealed 2.3L engine was eliminated at the end of 2017. Please see the responses to letter #22614 in the October 2017 Fastrack Technical Bulletin, letter #23875 in the March 2018 Fastrack Technical Bulletin, and letter #28018 in the February 2019 Fastrack Minutes. Members may continue to run 2.3L engines in compliance with Spec Line G of the engine table.

P2

1. #30142 (David O'Leary) Remove All Restrictors On Built 2008 Bike Motors

Thank you for your letter. This change is not recommended. The Club Racing Board recently made balance of performance adjustments to various platforms in the P2 class effective 01/01/2021, including the 2008 and older modified 1.0 liter motorcycle engine. Please see the response to letter #29822 in the December 2020 Fastrack Technical Bulletin. Time needs to be afforded these changes to evaluate their effectiveness in improving competition and class participation. The Club Racing Board will continue to monitor class performance during the 2021 season and will make additional data-based adjustments if needed.

GTL

1. #29874 (Taz Harvey) Miata MX5 SIR Size

Thank you for your letter. Weight breaks or HP compensations are not given for any differences there may be between tub construction vs. tube frame cars.

IT General

1. #30053 (Michael Kamalian) Alternate Miata Hubs

Thank you for your letter. Your request is not within the philosophy of the rules. Aftermarket produced parts are allowed per the rules provided they are direct replacement parts designed with exactly the same dimensions, type of internal parts, etc. as the OEM part they replace.

ITS

1. #29122 (Skylar McKnight) Request for E30 325i Weight Reduction

Thank you for your letter. Vehicle weight is correct for the model in this class. We will continue to monitor the performance of this car relative to others in ITS and make a correction in the future if needed.

2. #29433 (Ben Phillips) Request to move the Z32 300ZX to ITS

Thank you for your letter. Your request is not recommended at this time. We are currently reviewing the classification process for ITR.

3. #29582 (Corry Hunter) Request adding 7.5

Thank you for your letter. Under GCR 9.1.3.7, IT wheel and Tire rules. Wheel sizes listed are maximum sizes with their corresponding maximum section width. In ITS a 7.5" wheel is already permitted and would fall under the 8" maximum rim width with a maximum section width of 225. The purpose of the regulation is to limit the advantage of a wider wheel. We do not recommend a change to this regulation at this time.

SM

1. #29705 (Tom Sager) Competition Weight Adjustment for SM NA8 2021

Thank you for your letter. The CRB does not recommend making any changes for the NA8 at this time. Given the performance of the NA8 finishing P2 at the Runoffs in 2020 as well as the data evaluation done by SCCA from data boxes put into the top cars at the Runoffs we believe the data does not support a change.

The CRB and SMAC appreciates all the time and effort that was put into this letter and supporting documentation and conducted a call with the 4 letter writers for NA8 bop suggestions to share with them our findings through data as well as a custom race simulation program written specifically for SM BOP calculations. The call was a couple hours long and was attended by representation from the SMAC, CRB, and SCCA management.

2. #29706 (Tom Sager) Supporting spreadsheet for letter 29705

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

3. #29743 (Paul Gilbert) Request NA8 weight reduction

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

4. #29772 (Ron Gayman) Request NA 1.8(94-97) Weight Reduction

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

5. #29841 (Adam Stroup) Request for NA8 Parity

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

6. #29861 (Nick Leverone) Request BoP to restrict VVT cars

Thank you for your letter. SMAC, CRB and SCCA are consistently monitoring BOP for all cars in class and at this time do not see data that supports making a change to the VVT cars.

ST General

1. #29659 (Ryan Saari) Request adjustments for 2021 Toyota Supra

Thank you for your letter. Your request is not consistent with the ST rule package.

STL

1. #30114 (Greg Maloy) Alternate Bumper Beams in Super Touring

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

2. #30119 (Christopher Childs) Recent RWD weight adjustments in STL

Thank you for your letter. Recent changes are less than you originally requested. Rule is adequate as written.

3. #30129 (PEDRO J COLON) Opposed to Letter #30119

Thank you for your letter. Rules are adequate as written.

STU

1. #29988 (Christopher Childs) Adjust the Weight Reduction Percentage for the Larger Engines
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

2. #30068 (Eric Thompson) AWD W/Front Struts 2.5% Weight Reduction
Thank you for your letter. We are taking your request under consideration. We would like to see the car race, requesting to collect data so that we can evaluate BoP adjustments.

3. #30128 (Joe Moser) Competitive Adjustment - <3.0L Engine/Cars
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

T1

1. #29753 (Hugh Stewart) Request for Larger Throttle Bodies for E46 M3 With S54 Engine
Thank you for your letter. We do not recommend this change at this time.

2. #29876 (Andrew Aquilante) T1-LP Suspension Rule Changes, Open driveshafts/axles
Thank you for your letter. There were too many requests in this letter to put it through as is. We will consider the axle/driveshaft request in a different letter.

3. #29877 (Andrew Aquilante) Add More Weight to Aftermarket Sequential Shift Transmissions
Thank you for your letter. It isn't recommended to make this change at this time. The rule is adequate as written.

4. #29905 (Clark Nunes) Request to remove weight penalty
Thank you for your letter. It isn't recommended to make this change at this time.

T2

1. #30189 (Kevin Fandozzi) Removal of Restrictor Without Following Process
Thank you for your letter. We didn't want the car to have 3 preparation options and have the ability to make track-specific setups. Reducing the number of options also makes it easier for tech to follow. We do not consider the addition of the weight to be an immense technical challenge.

T3

1. #29697 (Jasper Drenkler) 2017 Honda Civic Turbo Problem
Thank you for your letter. Your proposed turbo change does not fit the intent of T3. We suggest that the car gets a different tune.

2. #29762 (David Muramoto) 350Z HR Request
Thank you for your letter. Recent data was reviewed from the Runoffs and other premier races. That data shows that the 350Z HR classification is competitive. We will continue to monitor the BOP of the class.

3. #29784 (Tim Myers) Request to give some help to the T3 Subaru BRZ
Thank you for your letter. Changes to this car are not recommended at this time, but we will continue to monitor the class.

4. #29992 (Jason Knuteson) Request for Restriction and Weight Help - Nissan 350z 2007

Thank you for your letter. Based on recent data analysis, it appears that the 350Z HR is competitive as classed. Also note, the Mustang that you referenced was adjusted.

T4

1. #28631 (David Mead) Request to add BMW 320i years 15+ chassis/engine

Thank you for your letter. The 320i proved to be competitive at the 2020 Runoffs prior to a suspension failure. We will continue to monitor its parity going forward.

2. #29910 (Chi Ho) BMW 320i Request

Thank you for your letter. We will continue to monitor the BOP of the class.

3. #29929 (Scotty White) T4 Mustang Tire Request

Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

4. #30018 (Angelica Sprehe) Request Engine Compartment Cooling

Thank you for your letter. We feel that hood vents are outside the scope of T4.

5. #30056 (Ralph Porter) BMW Z4 2.5L 03-05 Spec Line Request

Thank you for your letter. Recently, 50 lbs was removed off of this car, bringing it to 3050 lbs. Please bring the car to the track and request data to be collected. We would like to see results before making further changes.

Recommended Items

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

None.

Taken Care Of

FA

1. #30062 (Jeff Keacher) Request to Leave F1000 rules in FA

Thank you for your letter. The Club Racing Board has no plans to move F1000 cars to the FX class. Please see the response to letter #29642 in the December 2020 Fastrack Minutes.

GTL

1. #29919 (Scott Twomey) GCR 9.1.2 Engine and Drivetrain/General e. 1. (GCR pg# 314)

Thank you for your letter. Please see letter #29818, please see change in January 2021 Fastrack.

T1

1. #29827 (David Mead) Miller Challenge Mustang clarification 28728

Thank you for your letter. Recent changes were made to correct this issue. Please see letter #28728 in current Fastrack.

T2

1. #29652 (Michael Moore) Request to Add BMW M240iR to Spec Line

Thank you for your letter. See letter #29503 in current Fastrack.

2. #29783 (Tim Myers) Clarify BMW 240i Racing eligible for T2?

Thank you for your letter. Please see letter # 29503 in current Fastrack.

T4

1. #29727 (Gary McCormick) Request for Reference/Guidance - 2012 Chevy Sonic TIR placement

Thank you for your letter. See letter #29838 in current Fastrack.

2. #29993 (Timothy Myers) Feedback changes T4 Mustang, Additional Request

Thank you for your letter. The recent change to the T4 Mustang notes was intended to clear up the shock language, not to change the rule. It was apparent that, based on member requests, that it wasn't clear that aftermarket shocks were already allowed. Additionally, please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

3. #30150 (David Mead) #29860 Opposition

Thank you for your letter. Please see letter # 30149 in current Fastrack.

4. #30152 (Rich Grunenwald) T4 Mustang Allowance - Alternate Rear Axle Ratio

Thank you for your letter. Please see letter # 30149 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28660 (Fritz Wilke) B-Spec Advisory Committee Join Request

Approve Fritz Wilke to the B-Spec Committee.

DATE: January 20, 2021

NUMBER: TB 21-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2021. 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. #29484 (Gilberto Rivera) Request to Classify Hyundai Accent (RB) 2012-2019

In B-Spec, classify the Hyundai Accent GS Hatchback (12-19) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Hyundai Accent GS Hatchback (13-19)</i>	<i>77.0 x 85.44 1591</i>	<i>2570</i>	<i>3.76, 2.04, 1.28, 1.03, 0.89, 0.77</i>	<i>3.64</i>	<i>(F) 10.1 x 0.9 (R) 10.3 x 0.4</i>	<i>2525</i>	<i>40mm flat plate restrictor required. Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20-005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1.</i>

2. #29864 (B-Spec Committee) Countryman production years incorrect

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

"Mini Cooper Countryman (R60)(11-~~13~~6)"

In B-Spec Spec Lines, change Mini Cooper Paceman (R61) as follows:

"Mini Cooper Paceman (R61)(11-~~13~~6)"

3. #29896 (B-Spec Committee) Toyota Yaris Model Year Corrections

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

"Toyota Yaris Hatch (07-~~12~~1)"

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

"Toyota Yaris *Hatch* (12-18)"

4. #29952 (B-Spec Committee) Correction spec lines for ride height Mini Cooper all models

In B-SPEC Spec Lines, change Notes as follows:

Mini Cooper (R56) (07-10):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Clubman (R55) (07 - 10):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper (2011-13):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Countryman (R60) (11-13):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Paceman (R61) (11-13):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Clubman (R55) (11-15):

"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

5. #29981 (Brian Heffron) Request to Allow Removal of Stock Brake Dust Shields

In B-SPEC, GCR Section 9.1.10.E.23., change as follows.

"Any brake pad or lining may be used. *Metal or plastic dust shields may be removed or modified by removing material.*"

6. #30024 (B-Spec Committee) Request to allow OBX header and restrictor to R55 Clubman 08-10

In B-SPEC Spec Lines, Mini Cooper Clubman (R55) (11-15), add to Notes as follows:

"OBX header part #10-2101-2S permitted with a 40mm flat plate restrictor."

Formula/Sports Racing

None.

GCR

1. #29883 (John LaRue) 9.3.22 - Fire Systems

In GCR Section 9.3.22.A, change as follows:

"It is recommended that all other cars employing onboard fire systems ~~that~~ meet the following requirements:"

2. #29892 (Richard Muise) 9.3.19 - Driver Safety Equipment - HELMETS

In GCR Section 9.3.19.C.2., change as follows:

"Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1/*2010 or newer*, or by the FIA standard *8859-2018 or FIA 8860-2004 or later newer*, or British Standards Institute BS6658-85 type A/FR. *SFI labeled helmets must have a year printed on the label to be valid.* Each driver's helmet shall be labeled with a minimum of the driver's name. Crash helmets with SA2010/~~9~~-Cars and Equipment GCR-79-~~SAH2010~~ certification will remain valid until December 31, 2021. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858- 2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. Accident damaged helmets should be sent by the driver or his or

her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331- 5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed."

General

None.

Grand Touring

GT2

1. #30064 (Grand Touring Committee) ABS Restrictions

In GT2, GCR section 9.1.2.F.7.j.1, add the following:

"ABS braking systems are allowed if shown on the individual Spec Line."

2. #30192 (SCCA Staff) RM 21-01 C6 & C7 clarification

In GT2/ST, clarify C6 and C7 spec lines with Race Memo 20-01.



ISSUED: January 05, 2021

NUMBER: RM 21-01

FROM: Board of Directors

TO: All Participants

RACING MEMO

SUBJECT: GT2/ST Corvette year/model clarifications Letter #30192

To address Errors & Omissions in the January 2021 Fastrack letter #30029, spec lines depicting the model/year/engine configurations for the C6 and C7 Corvette in GT2/ST need to be split for clarification.

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes
Chevrolet Corvette (-2013)	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	3000	75mm flat plate	GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must use a 75mm flat plate restrictor. OEM 75mm throttle body and manifold do not require a restrictor. LS6 may reduce weight by 50 lbs. LS1/LS6 alternate intake manifold, DORMAN part # 615-900.
	LS2 5967	3000	75mm flat plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.

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L76 5967	3000	73mm flat plate	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.
6162	3000	74mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.85mm the LS376/430 (STK Cam) is the only legal cam.; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
6162	3250	71mm flat plate	GM LS3
6162	3250	68mm flat plate	GM LT1
7011	3250	65mm flat plate	GM LS7
7011 OEM	3275		Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manual upon request.
<p>The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide including endplates/fasteners) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. LG Motorsports World Challenge Carbon Hood #1958 may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n:C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used. Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FFSCX-CKP-P. Must be an exact OEM duplicate part.</p>			

Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes
Chevrolet Corvette C7 (14-19)	LS2 5967	3100 <i>effective 3/1/2021</i>	75mm flat plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	L76 5967	3100 <i>effective 3/1/2021</i>	70mm flat plate	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	3100 <i>effective 3/1/2021</i>	74mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.85mm the LS376/430 (STK Cam) is the only legal cam.; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.

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6162	3300 effective 3/1/2021	71mm flat plate	GM LS3
6162	3300 effective 3/1/2021	68mm flat plate	GM LT1
7011	3300 effective 3/1/2021	65mm flat plate	GM LS7
7011 OEM	3325 effective 3/1/2021		Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manual upon request.

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide including endplates/fasteners) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. LG Motorsports World Challenge Carbon Hood #1958 may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used. Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FFSCX-CKP-P. Must be an exact OEM duplicate part.

SPORTS CAR CLUB OF AMERICA, INC
 6620 SE Dwight St., Topeka, KS 66619 (800)
 770-2055 www.scca.com

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GTL

1. #30058 (Larry Svaton) Request LP HP Fiat X1/9 & Bertone 1500 to GTL

In GTL, classify FIAT X-1/9 Bertone, as follows:

GT Engines – FIAT X-1/9 Bertone

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>1500 Limited Prep (Engine & Chassis)</i>	<i>SOHC 3.40 x 2.52</i>		<i>1498</i>	<i>Aluminum</i>	<i>(I) 1.43 (E) 1.31</i>	<i>(1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection</i>	<i>2000</i>	<i>Compression ratio limited to 11.0:1, Valve lift limited to .450". Drive train Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.</i>

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

ST General

1. #29990 (Christopher Childs) Brake Component Relocation

In ST, Section 9.1.4.N.1., add the following:

"ABS actuation hardware and wiring may be relocated anywhere within the engine compartment."

STL

1. #30111 (Greg Maloy) Super Touring Wing Clarification

In GCR, Section 9.1.4.D.g, change as follows:

"The trailing edge of the rear wing, *including end plates and gurney flap*, may be mounted no further rearward than the center of the rearmost part approved bodywork."

2. #30118 (John Warren) Transmission Options

In STL, Section 9.4.1.2.C.2, change as follows:

"Either the original transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; any OEM gear sets (drive and driven gear pairs) that fit w/o any modifications to gears, shafts, and/or case are permitted. *Modifications to input shafts for fitment are allowed.*"

STU

1. #30081 (Michael Kamalian) Porsche PDK

In STU, GCR Section 9.1.4.1.C.2., change as follows:

"Transmission and ratios are free. Forward gears are limited to 6 speeds. Cars equipped with automatic transmissions ~~using a torque converter~~ are limited to 8 forward speeds. Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%."

2. #30086 (Scott Peterson) Reference Letter #29333 Proposed STU 13B Spec Line Changes

In STU, Spec Lines, Mazda 13B Street Port 2400 Min Weight, change Notes as follows:

"Allow any dual throttle body/bodies. ~~Chokes must be located within 4" of the throttle butterfly.~~ Auto-type 2bbl choke(s) with any dual-Y manifold. *Unrestricted*"

3. #30087 (Scott Peterson) Drive Shaft Request

In GCR, Section 9.1.4.L.1., change as follows:

"Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use ~~the same types of materials as stock~~ *steel or aluminum*. Drive shafts may be replaced by one piece drive shafts, and conversely."

Touring

T1

1. #28728 (David Mead) Request to Clarify Miller Mustang Classification

In T1 Spec Lines, Ford Mustang Challenge, change Maximum Displ. as follows:

"4600/*5000 3-valve*"

2. #29806 (Murat Ketenci) BMW E46 Carbon Dash

In T1, GCR Section 9.1.9.1.C.5., change as follows:

"~~Stock dash/instrument panel cover (dash pad) must be used.~~ Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. *Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty.*"

3. #30001 (DAVID WOODLE) Request to Update T1 Mustang Spec Line

In T1 Spec Lines, Ford Mustang/ Thunderbird, change as follows:

"Ford Mustang/~~Thunderbird~~

Shelby/Shelby GT350/GT500 (-2018)"

4. #30174 (Scotty White) Dodge Viper 8400 OEM???

In T1, classify Dodge Viper ACR, as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Dodge Viper ACR</i>	<i>8400 OEM</i>	<i>3600</i>	<i>(2) 55mm flat plate</i>	<i>OEM valve lift and compression. Cylinder heads must be as delivered from factory.</i>	<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.</i>

5. #30195 (Touring Committee) Class BMW M2CS Club Sport

In T1-LP Spec Lines, classify BMW M2CS Club Sport Racing, as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>BMW M2CS Club Sport Racing</i>	<i>84 x 89.6 2979 (cc)</i>	<i>2693</i>	<i>10.5 x 18</i>	<i>315</i>	<i>4.81, 2.59, 1.70, 1.28, 1, .84, .67</i>	<i>4.17</i>	<i>380mm (f) 380mm (r)</i>	<i>3400</i>	<i>Must run with BMW 450 hp black power stick.</i>

6. #30229 (Touring Committee) 997.1 GT3 Cup

In T1, classify the Porsche 997.1 GT3 Cup (2006-2011) as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 997.1 GT3 Cup (2006-2011)</i>	<i>3600cc</i>	<i>3150</i>			<i>ABS allowed with 100lb penalty. Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their</i>

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possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. No other touring modifications or allowances permitted except as noted in this spec line.

T2

1. #29503 (Steve Streimer) Request Addition of BMW M240iR

In T2, BMW M235iR (-2016), add to Notes the following:

"240iR/Evo package allowed with 50 lb penalty. Must run DOT tires."

2. #29942 (Marty Grand) Request Cold Air Intake for Honda Civic Type R

In T2 Spec Lines, Honda Civic Type-R (2017-), add to the notes as follows:

"PRL Air intake allowed #PRL PRL-HCR-INT-HVI"

3. #30055 (Touring Committee) Adjust T2 spec line that was missed in T2 BOP

In T2 Spec Lines, Porsche Carrera S (06-08), change as follows:

"Porsche Carrera S 997.2 (06-08)"

Weight (lbs): *"~~3275~~3225"*

In T2 Spec Lines, Porsche 911/ 997 (06-08), change as follows:

"Porsche 911/ 997.1 (06-08)"

4. #30113 (Patrick Womack) Z4 Wheel Size

In T2, Spec Lines, BMW Z4M (06-08), change Max. Wheel Size as follows:

"18 x 910"

5. #30194 (Touring Committee) Clarify T2 Spec lines

In T2 Spec Lines, BMW M2 CS Cup 2020-, change Notes as follows:

"DOT approved tires required. All other components must be Aas homologated from BMW Motorsports No other changes or touring rule allowances permitted."

In T2 Spec Lines, BMW M235iR (-2016), change Notes as follows:

"DOT approved tires required. All other components must be Aas homologated from BMW Motorsports No other changes or touring rule allowances permitted. Must conform to World-Challenge VTS 2/25/2016 rev.2."

T2-T4

1. #29567 (Ryan Saari) 2021 Toyota Supra

In T2, classify the Toyota Supra (2020-) as follows:

T2	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>Toyota Supra (2020-)</i>	<i>82.0 / 94.6 2998 cc</i>	<i>2469</i>	<i>19 x 10</i>	<i>295</i>	<i>5.25, 3.36, 2.172, 1.72, 1.316, 1, 0.822, 0.64</i>	<i>3.154</i>	<i>348 mm (f) 330 mm (r)</i>	<i>3450</i>	<i>40mm TIR required, Sway bars allowed 30mm (f) 25mm (r). Springs allowed 800# (f) 1000 (r)</i>

T3

1. #30090 (Kevin Fandozzi) Chevrolet Camaro LT-I4 Turbo 1LE (2019-) Model Year to 2016-

In T3 Spec Lines, Chevrolet Camaro LT-I4 Turbo 1LE (2019-), change as follows:

"Chevrolet Camaro LT-I4 Turbo 1LE (2019~~6~~-)"

Tire Size (max): "245~~275~~"

Notes: "36~~35~~mm TIR required"

2. #30106 (Touring Committee) Fix T2 Mustang spec line

In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), change Gear Ratios as follows:

"3.66, 2.43, 1.69, 1.32, 1.00, 0.65 or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63~~4.17, 2.34, 1.52, 1.14, 0.87, 0.69~~"

3. #30159 (Larry Winkelman) Spec Boxster Tire Size

In T3 Spec Lines, Porsche Spec Boxster, change Notes as follows:

"Tires must meet 2016 SPB rules or any 225~~245~~ DOT tire permitted."

T4

1. #29781 (CHRISTOPHER WINDSOR) 06-15 MX-5 Durability

In T4, GCR Section 9.1.9.2.D.i.5., change as follows:

"T2-T~~3~~⁴ only:"

2. #29838 (Gary McCormick) Request for Update to T4 Spec Line for Chevrolet Sonic (2011-)

In T4 Spec Lines, Chevrolet Sonic (2011-), change as follows:

"Chevrolet Sonic *RS* (2011-)"

In T4 Spec Lines, Chevrolet Sonic (2011-), change Notes as follows:

"28mm TIR required *and must be placed with the restriction within 10 mm of the end of the stock turbo inlet. The PCV port in the stock turbo inlet must be plugged.* Eibach 38160.140 allowed. ZYP Part # ZZ-SNCRSB allowed. Front strut brace allowed. *GM suspension kit #23123679 allowed. H&R 50702 spring kit allowed.*"

3. #29921 (Josh Smith) NC MX-5 06-15 Part Number updates for 2021

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: transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front spring mount PT#-0000-04-5259, front springs #0000-04-9700-08, rear spring mount PT#-0000-04-5258, rear springs #0000-04- 9400-07, helper springs #0000-04-HLPR-EB (optional), *Swaybar kit – PT#-0000-04-5306-EB that includes* (front sway bar kit PT#0000-04-5306-FT, rear sway bar kit PT#-0000-04-5306-RR) ~~front end links #0000-04-5499, rear end links #0000-04-5498,~~ offset front camber bushing PT#-0000-04-5407-NC. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, RX8 front hubs PT# F189-33-04X allowed. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Allow Mazda header part numbers 0000-06-5407 or 0000-06-5407-NC. 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."

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4. #30037 (ROGER KNUTESON) BMW Z4 2.5L (03-05) Spec Line

In T4 Spec Lines, BMW Z4 2.5L (03-05), change weight as follows:

~~"3100~~3050"

5. #30063 (David Mead) Sway Bars for T4 2016+ MX5 Mazda

In T4 Spec Lines, Mazda MX-5 Miata (16-18), add to Notes as follows:

"29mm (f) 16mm (r) sway bars allowed."

6. #30104 (Touring Committee) Change part numbers on BRZ, FRS lines in T4

In T4 Spec Lines, change Notes as follows:

Scion FR-S/10 series (13-16): "Eibach ~~4.10582.880~~ 82105.320, 4.10582 and SPC 67660 allowed."

Subaru BRZ/ BRZ Limited (13-16): "Eibach ~~4.10582.880~~ 82105.320, 4.10582 and SPC 67660 allowed."

Subaru BRZ (17-21): "Eibach ~~4.10582.880~~ 82105.320, 4.10582 and SPC 67660 allowed."

Toyota 86, GT (17-21): "Eibach ~~4.10582.880~~ 82105.320, 4.10582 and SPC 67660 allowed."

7. #30149 (Scotty White) T4 Mustang Axle Ratio and Wheels

In T4 Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:

"GT 8.8 rear axle assembly allowed. 3.45 or 3.55 final drive ratio allowed with +25lb penalty."