

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.*"

]

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~~*29*mm 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~~**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%~~"

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:

"(~~20~~17-21)"

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.*"

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.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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>

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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."

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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.*"

CLUB RACING BOARD MINUTES | February 2, 2021

The Club Racing Board met by teleconference on February 2, 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

None.

No Action Required

AS

1. #29885 (Tim White) Opposition to Letter #29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

2. #29887 (Tim White) Opposition to Letter #29826 in Reference to Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

3. #29888 (Jim Wheeler) TB Items in Letter #29826

Thank you for your letter. It has been addressed.

4. #29889 (Pamela Richardson) Comments on Letter 29826 in December 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

5. #29895 (Ted Warning) Rule Changes for AS in Nov 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

6. #29906 (JACK MARTIN) Restrictor Plates and RPM limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

7. #29915 (Pamela Richardson) Against Restrictor Plate and Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

8. #29916 (Scotty White) Request to Classify S550 Mustang

Thank you for your letter. The 2015 -2017 car has been classified. We continue your input to ensure the car is competitive and maintains a desired Balance of performance. Thank you for your support of American Sedan.

9. #29920 (James Jost) Opposed to Rev Limiter Recommended Rule Change

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

10. #29927 (Scotty White) Mustang S550 Parity Cont.

Thank you for your letter. it is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.

11. #29930 (Gregory Eaton) Response to Recommended Rule Changes

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

12. #29935 (Jay Pistana) Support for Restrictor Plates and Engine RPM Limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

13. #29936 (Jim Wheel) Opposes Letter 29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

14. #29943 (Brian Himes) Input on 29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

15. #29947 (Matt Chojnacki) Restricted Prep Rules Disparity

Thank you for the letter. Your feedback is greatly appreciated. The balance of performance of all cars is critical to the success of American Sedan. The ASAC will continue to review all cars for their balance of performance. The CTS-V is currently being reviewed for its current level of performance relative to all other classified cars. Camshaft options are being considered, but at the current time will remain as provided. Thank you again for your support of American Sedan.

16. #29948 (Matt Chojnacki) Support for Restrictor Plates and Engine RPM Limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

17. #29955 (Thomas Brown) Opposes Rev Limiter and Restrictor Plate

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

18. #29957 (Matt Chojnacki) GM Restricted Prep Parity

Thank you for your letter. Balance of performance is always considered for all cars competing in American Sedan. The suggested change was reviewed and the performance gain was deemed too excessive at this time. The ASAC appreciates your input and support of the class.

19. #29959 (Drew Cattell) Supports FP rev limiter and restrictor plate

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. Well stated letter!

20. #29974 (Michael Langlinais) Recommended Rules Changes

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

21. #29976 (Ken Felice) Restrictor and Rev Limiter Thoughts

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

22. #29996 (Jason Smith) Opposed to Recommended Item #29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

23. #29998 (Ken Felice) Restrictor Addition

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

24. #29999 (Tim White) #29826 Opposition

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

25. #30008 (Tim White) #29826 Opposition - More Comments

Thank you for your letter. The ASAC has spent many hours discussion the suggested rule changes and will be working on an method to better communicate how suggested rule changes are determined. Thank you for your continued support of American Sedan.

26. #30014 (Ted Warning) #29175 Eligible Tires for 2021 Season Support

Thank you for your letter. We appreciate your support!

27. #30017 (Ted Warning) Supports #29825 Introduction of Crate Motors for 2021 season

Thank you for your letter. Thank you for the sources of information we will look into the concerns and appreciate the support

28. #30019 (Ted Warning) #29826 Introduction of restrictor plate for Full Prep Engines

Thank you for your letter. Great input.

29. #30020 (Ross Murray) Support for FP engine restriction proposal

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

30. #30028 (Kyle Jones) Tire Protrusion Rule Clarification

Thank you for letter. The ASAC will review the terminology utilized in the tire acceptance section of the rules. The rule will remain as written for the 2021 season but will be reviewed for the 2022 season. Thank you again for your support of the American Sedan class.

31. #30036 (Mark Muddiman) Disagree With Restrictor Plates on FP American Sedan

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. The ASAC plans to put together a method of communicating current goals and a positive form of discussion on current topics. Thanks for your support of American Sedan.

32. #30051 (Matt Regan) Rule Changes to Full Prep Engines

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

33. #30085 (Morey Doyle) Request to Allow Maxxis Tires

Thank you for your letter. The tire rule has been changed to only restrict the A7 compound from competition. Thank you for your support of American Sedan

34. #30101 (Ted Warning) 29175 (American Sedan Committee) Eligible Tires for 2021 Season

Thank you for your letter. We appreciate your support.

35. #30102 (Ted Warning) #29669 Transmission Gear Ratio Change Proposal

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

36. #30168 (Michael Thompson) New Tires Rules

Thank you for your letter. The rule has been changed to only exclude the A7 tire and effective in June to allow existing tires to be used early in 2021. Thank you for your support of American sedan.

37. #30187 (Kevin Fandozzi) Reconsider the Major Rules Changes in AS

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

38. #30200 (Tim White) Request 13

Thank you for your letter. The ASAC is consistently looking for options to reduce costs for the competitors. We feel this change allows for off the shelf components to be utilized without a performance advantage. The change was across all cars, we do not feel a performance advantage is associated with this change and therefore not requiring a weight penalty. Thank you for input and support for American Sedan.

39. #30224 (David Mead) In Favor of AS restrictor/rpm limitations for parity

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

FC

1. #30172 (Tim Minor) Request for Weight Reduction

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

2. #30177 (Mark Defer) Weight Reduction Request

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

3. #30178 (Chris Scharnow) Request to Adjust FC Weights

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

4. #30188 (Kevin Fandozzi) FC Weight Update

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

5. #30213 (Gary Gonda) FC Spec Tire Input.

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

6. #30214 (Chuck Moran) FC Weight Changes

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

FX

1. #30232 (Steve Thomson) Clarification on tire rules

Thank you for your letter. The requirements for a classified car's tires, if any, are covered by the specifications referenced in the applicable notes section in FX Table 1.

GCR

1. #30140 (Robert Bax) GCR, Appendix F - Technical Glossary, Flat Plate Restrictor

Thank you for your letter. The range of allowed material thickness was reviewed and approved by the CRB.

2. #30158 (David Mead) Require Active Drivers on all SOM and COA

Thank you for your letter. GCR Section 5.12.1.C. added an alternate SOM model that allows the use of experienced drivers as members of the SOM. It has been used very successfully.

GTL

1. #30097 (Peter Zekert) Oppose 29754 Grossly Large SIR Increase to GTL Mazda 12A

Thank you for your letter. The collected data over the last couple of years supports this 2mm increase.

STL

1. #29321 (Josh Smith) BoP Adjustment Request in STL

Thank you for your letter. Significant changes have been made over the last few months. We will continue to monitor the class.

2. #30182 (Tim DeRonne) Request to Allow Other General Motors Ecotec Engines

Thank you for your letter. Please see letter # 30247 in current Fastrack.

3. #30186 (Matt Rooke) 13B Turbo Engine Clarification

Thank you for your letter. The rule is clear as written. The 13B Turbo engine is allowed as well as everything inside the motor.

Not Recommended

AS

1. #29956 (Kyle Jones) Request Header Tube Diameter Increase for 93-02 Firebird/Camaro

Thank you for your letter. The ASAC has reviewed your request for a header dia. change. At this point the committee feels the change is not necessary and would force many competitors to make a reinvestment in their exhaust systems due to the potential HP gain.

P1

1. #30222 (Carl Wassersleben) Request to add a spec engine line to P1

Thank you for your letter. The Club Racing Board does not recommend this change. The engine platform is not within the P1 performance envelope, but its capabilities are in line with performance expectations in the P2 class. Please see the response to letter #30272 in this Fastrack's Technical Bulletin.

GT2

1. #30141 (Andrew Aquilante) Concern About GT2/ST Corvette Spec Line Changes

Thank you for your letter. The data collected supports this weight adjustment.

2. #30184 (William J. Moore) GT-2 Weight Adjustment for TA2 Cars

Thank you for your letter. The CTB will continue to collect data and monitor the overall performance of the class.

3. #30199 (Joe Aquilante) Recent changes signaling out the C7

Thank you for your letter. The data collected supports this weight adjustment.

STL

1. #29585 (KEVIN ANDERSON) Request to add SRO TC America TCA BRZ racing in STL

Thank you for your letter. Car can be run as is in STU or in STL by being compliant with the STL ruleset.

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.

STL

1. #30298 (Club Racing Board) Remove Honda B16A (JDM) from Table B
In STL Table B, remove the Honda B16A (JDM) spec line in its entirety.

Taken Care Of

AS

1. #29890 (David Mead) 05-14 Mustang GT 4.6 3V Limited Prep Air Filter Options
Thank you for your letter. Please refer letter # 29886 in current Fastrack.
2. #30060 (Ross Murray) Request to approve Tremec Magnum for RP Mustang
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.
3. #30066 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 1
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.
4. #30067 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 2
Thank you for your letter. Please see letter # 29886 in the current Fastrack.
5. #30103 (David Mead) Changes for AS Viability???
Thank you for your letter. Please see letter # 29886 in the current Fastrack.

GCR

1. #30095 (Butch Kummer) PX Run Group
Thank you for your letter. Please see letter # 29917 in the January 2021 Fastrack.
2. #30100 (TED WARNING) #29918 (SCCA Staff) Add Forward Facing Camera Requirement
Thank you for your letter.

What Do You Think

None.

RESUMES

None.

DATE: February 20, 2021

NUMBER: TB 21-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2021. 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. #29886 (David Mead) AS Mustang LP 4.6 3V Classification Transmission Request

In AS Spec Lines, Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder, change notes as follows:

"Max. Wheel Size: 18 X 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either engine *and/or* trans may be used as an assembly. *Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11010.* Max compression ratio, 11.2:1

4.6L/5spd engine/trans:

Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. Cold Air Intake, Ford Racing Part M-9603-M463 or K&N 69-3523KP cold air intake may be used. Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. Flywheel/clutch, as specified in the Full Prep American Sedan rules may be used. The 4.6L/5spd engine assembly has a weight reduction of 300 lbs.

5.0L/6spd engine/trans:

56mm flat plate restrictor is required."

2. #30117 (Drew Cattell) Request CF driveshaft on CTS-V for durability improvement

In AS Spec Lines, CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder, add to notes as follows:

"OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber)"

3. #30348 (American Sedan Committee) Adjustment to model years of 5th generation RP Camaro

In AS Spec Lines, Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder, change as follows:

"Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum ~~Block~~ **Block**, Aluminum Heads), 2 valves per cylinder(10-~~13~~ **15**)"

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. **Until 6-1-2021: 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. The Hankook 200/580R15 Z217 (rain) is also allowed.

b. For Dry racing the Hankook P205/50ZR15 Z214 is required after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs *After 6-1-2021 one of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the same car.*

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 *Hankook P205/50ZR15 Z214 or Hankook 200/580R15 Z217 (rain) is required 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. *The Hankook 200/580R15 Z217 (rain) is also allowed.*

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

2. #30349 (Anthony Roma) Make restrictor thickness unique for B Spec

In B-Spec, GCR section 9.1.10.E Vehicle Preparation, add restrictor specs as follows:

"45. Restrictor - B-Spec cars whose spec line require a restrictor will follow the definition of a Flat Plate Restrictor (FPR) outlined in Appendix F with only one exception. B-Spec requires the thickness of the Restrictor to be 0.060" (+/- 0.005)"

Formula/Sports Racing

FA

1. #30273 (Formula/Sports Racing Committee) E&O FA Intake Restrictors

In FA Table 1, Spec Line K, make changes as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
K.	Ford Duratec/ Mazda <i>MZR</i>	2296	4	Maximum compression permitted 14.0:1	32 30mm SIR	1375

In FA Table 2, Swift 016 2.5 Mazda line, change the notes as follows:

"A ~~35~~33mm SIR is required."

2. #30274 (Formula/Sports Racing Committee) Clean up Spec Lines A and B in Table 1

In FA Table 1, Spec Lines A and B, make changes as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)

A.	Toyota 4age <i>4A-GE</i>	1615	DOHC (4-valve) 4		n/a	1175
B.	Toyota 4age <i>4A-GE</i>	1800	DOHC (4-valve) 4		n/a	1205

3. #30275 (Formula/Sports Racing Committee) Clean up Spec Line C in Table 1
In FA Table 1, Spec Line C, make changes as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
C.	Ford BD Series	1600 <i>1615</i>	BD Series (4-valve) 4	Any BD series iron or alloy cylinder block and alternate crankshaft permitted. with max. displacement of 1615cc	n/a	1200

4. #30276 (Formula/Sports Racing Committee) Clean up Spec Lines J and L in Table 1
In FA Table 1, Spec Lines J and L, make changes as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
J.	Ford Duratec/ Mazda <i>MZR</i>	1615	4	2.0L engine destroked to 1615cc-	NA <i>n/a</i>	1250
L.	Honda B16	1600 <i>1615</i>	4		NA <i>n/a</i>	1160

5. #30278 (Formula/Sports Racing Committee) Move engine specifications to Pro Formula Mazda spec line notes
In FA Table 2, Pro Formula Mazda spec line, make changes as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Pro Formula Mazda	See Table 1 for engine specifications <i>Mazda Renesis Rotary</i>	Pro Star Mazda specified series wheels (F) 9 (R) 11 or	See FA rules	6-spd <i>6-speed</i> sequential transmission with open differential. Traction control is allowed.	1305	All current FA rules apply to areas not covered by this spec line. <i>Apex seals unrestricted. Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Fuel injection only. 70mm Throttle Body.</i>

		(F) 10 (R) 14 Min. & 15 Max.			
--	--	------------------------------------	--	--	--

In FA Table 1, remove the Mazda Renesis Rotary spec line in its entirety.

6. #30280 (Formula/Sports Racing Committee) Update F3 Americas spec line
In FA Table 2, F3 Americas spec line, make changes as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
F3R Americas	<i>Turbocharged</i> 2.0 Liter Honda K20C1	s See notes	s See notes	s See notes	s See notes	Car must comply with F3R Americas rules. Competitors must have current copies of FIA Formula 3 <i>Regional</i> Technical Regulations, Onroak Automotive Ligier JS F3 Information Manual, and HPD engine-related specifications and instructions in their possession and present them upon request.

FC

- #30171 (Brian Tomasi) Request for FC Weight Change
In GCR section 9.1.1.B.20.B, change the weight as follows:
"1. Pinto Engine: ~~1200~~*1190* lbs.
2. Pinto with aluminum cylinder head: ~~1200~~*1190* lbs.
3. Zetec Engine: ~~1220~~*1210* lbs."

P1

- #30285 (Formula/Sports Racing Committee) E&O restrictor terminology
In P1 Engine Table, Spec Line C, change the notes as follows:
"May run without ~~inlet~~*intake* restrictor at 1150 lbs. min. weight. Up to 1355cc may run without ~~inlet~~*intake* restrictor at 1075 lbs. min. weight."

In P1 Engine Table, Spec Line G, change the notes as follows:

"Up to 2000cc may run with ~~inlet~~*intake* restrictor at 1400 lbs. min. weight. Up to 2300cc may run with ~~inlet~~*intake* restrictor at 1445 lbs. min. weight."

P2

- #30272 (Formula/Sports Racing Committee) Add a new spec line for a 2-cycle, 3-cylinder engine up to 820cc
In P2 Engine Table, add a new spec line as follows:

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width	Min. Weight (Lbs)	Notes
					70in-78.74in width		
A.5	2 cycle	820	NA	Not required		1100	Maximum 3 cylinders

PX
 1. #30176 (Mike McAleenan) Request for SL-C Classification in PX
 In PX Table 1, classify the Superlite SL-C as follows:

Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Superlite	SL-C	GM LS7 7.2L V8	NA	2625	Must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads

SRF3
 1. #30223 (Robey Clark) Mandatory identification:
 In SRF, GCR section 9.1.8.E.2.B, change as follows:
 "Mandatory identification: "SRF3" near the side car numbers, Approved (2) "Ford Performance" on each side of the engine cover plus a Ford Blue Oval on the center of the Nose & (2) "Performance Electronics" on each side of the tail. "Hoosier" logo (4) on both sides front lower outer corners of the nose, and each side of the tail."

GCR
 None.

General
 None.

Grand Touring
GT2
 1. #30121 (Kevin Allen) Request underfloor clarification
 In GCR, Section 9.1.2.F.7.b.15.E.3., remove the following:
 "The rear engine opening must start after the rear edge of the rear wheel opening."

2. #30329 (Grand Touring Committee) 29742 Change new wording to read as:
 In GT2 Spec Lines, Ford Mustang/ Thunderbird (Boss 302), change Notes as follows:
 "Firing order is unrestricted" for this engine. *Optional engine firing order of later versions of SBF family (302) 1,3,7,2,6,5,4,8."*

Improved Touring
ITB
 1. #30007 (Thomas Guest Jr.) Request 2nd Generation Camry to ITB

In ITA Spec Lines, classify Toyota Camry 1987-1991 as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Toyota Camry (1987-91)</i>	<i>4 Cyl DOHC</i>	<i>86.0 x 86.0 1998cc</i>	<i>2255</i>	

2. #30070 (Kevin Stuckey) Request for Car Eligibility

In GCR Section 9.1.3.A, add the following:

"Any year/model B-Spec prepared vehicle may compete in ITB as long as it is completely compliant with current B-Spec rules for that vehicle. If the participant desires to race the vehicle at an IT prep level, it must completely conform to the intended spec line including model year."

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

ST General

1. #30345 (Club Racing Board) Super Touring Alternate Miata Hubs

In ST, GCR section 9.1.4.M, add alternate front wheel hubs as follows:

*"18. Allow alternate front wheel front hubs for the 90-05 Mazda Miata:
Mazda Motorsports Development Part #0000-04-5HUB-S1"*

STL

1. #30247 (Tim DeRonne) GM Ecotec engines in STL

In STL, Table B, change GM Ecotech LNF, as follows:

"GM Ecotech-LNF"

In STL, Table B, GM Ecotech LNF, add to Notes as follows:

"Any combination of GM Ecotech engine family permitted. Must use 55mm flat plate restrictor. Must meet all other STL specifications."

Touring

T1

1. #30196 (Touring Committee) T1 LP Aero adjustments

In GCR Section 9.1.9.1., Limited T1, change as follows:

"See Limited Preparation (LP) T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. with the following additional"

~~allowances: Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.~~

In addition to T2 specifications all T1-LP cars are permitted to:

1. Relocate the battery
2. Use any commercially available battery.
3. Replace any suspension bushing with spherical joints.
4. Use any spring and/or sway bar rate, configuration must remain OE. Ferrous springs and sway bars only.
5. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles.
6. Aftermarket headers allowed.
7. Weight and Aerodynamic Devices
 - a. Any limited prep car not using a wing and/or splitter may subtract 100lb.
 - b. Aerodynamic devices conforming to 9.1.9.1.B.1 and 9.1.9.1.B.2 are permitted.
8. All vehicles must use a stock, OEM equivalent, safety glass, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Engine durability allowances-
 - a) Rods and pistons may be replaced with aftermarket alternatives provided; 1)that the weight of the replacement is equal to or greater than OE. 2) The bore, stroke, and displacement conform to T2 rules (9.1.9.2.D.1.e.1) 3)alternative pistons maintain OE profile.
 - b) Valves may be replaced with aftermarket alternatives provided; 1)that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE.
 - c) Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/- .015".
10. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely."

T2

1. #30254 (Nathan McBride) Request BMW M2CS door glass removal
In T2 Spec Lines, BMW M2 CS Cup 2020-, add to Notes as follows:
"It is permitted to remove door glass and mechanism."

T4

1. #30245 (Touring Committee) E & O T4 Mustang Wheels
In T4 Spec Lines, Ford Mustang V6 (05-10), change wheels as follows:
~~"17~~18 x 8"

CLUB RACING BOARD MINUTES | March 2, 2021

The Club Racing Board met by teleconference on March 2, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start 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

FF

1. #30461 (Club Racing Board) Crankshafts for the Kent 1600 engine

Recently concerns have been raised about the sufficiency of GCR 9.1.1.B.12.k – Crankshafts for the Kent 1600 engine. This is a rule that has been in place for approximately 18 years and is **adequate as written**; however, some clarification is warranted.

SCCA Enterprises sells a crankshaft that is manufactured by SCAT. This particular crankshaft has the SCCA logo on the front counterweight; it also carries the Formula Ford International (FFI) logo. This crankshaft is legal per the GCR in both dimension and weight as supplied by SCCA Enterprises. The critical dimensions are cited in the aforementioned section of the GCR. The crankshafts may not be re-profiled (knife-edged). See GCR 9.1.1.B.12.a.6. In some instances the blocks may need to be trimmed slightly for fitment; this is not a new issue, but rather something that was common with the prior updated OEM crankshafts. The rules also permit "other" cast crankshafts which meet these dimensions and weights. While all of the dimensions of the crankshaft are not cited in the GCR, a known stock specimen can be utilized for comparative purposes if necessary.

No Action Required

B-Spec

1. #30203 (Charlie Vehle) 2015 Nissan Versa

Thank you for your letter. The existing spec line covers the 2015 Nissan Versa Sedan.

GCR

1. #30378 (James Rogerson) Professional Installation of Hand Controls

Thank you for your letter. The current hand control rules do not exclude the use of these identified manufactures of hand controls. Hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Road Racing Technical Manager and shall be in the driver's possession at all competitions.

General

1. #30246 (Jared Lendrum) Request Multi-car Runoffs Qualification

Thank you for your letter. Regions are encouraged to discount a second entry, regardless of class/run group. However, the pricing and pricing structure is up to each region as they must manage their individual event finances based on specific costs related to holding the event like track rental, safety/recovery vehicles and staffing, equipment rental, catering, etc. Regarding your first suggestion to "Earn points in two classes in one race" this is not permitted and was addressed in letter#28526 July 2020 Fastrack.

GT2

1. #30279 (John Schertzer) Paddle Shift Clarification

Thank you for your letter, GT2/ST only spec cars that are equipped from the factory with paddle shifters are allowed on cars with a Spec Line added for that car.

Prod General

1. #30216 (David Mead) #27417 (Jesse Prather) Alternate Brakes for Production

Thank you for your letter. No changes will be made to the new brake allowance rules at this time. As more races happen with cars that are utilizing these new rules, effects to competition balance will be reviewed.

ST General

1. #30394 (Matt Blehm) Please fix E&O for oil coolers in ST*

Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

STU

1. #29831 (Bill Lamkin) Request clarifications on ABS

Thank you for your letter. The committee has reached out to the letter writer with no response. We feel the rule is clear as written.

2. #30396 (David Fiorelli) Oil coolers in STU

Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

3. #30402 (Hermogenes Ramirez) Honda S2000 Block and Crankshaft

Thank you for your letter. Please refer to letter # 30342 in current Fastrack.

T4

1. #30208 (Colin Koehler) Discontinued P/N on Spec Line for T4 FRS/BRZ/86

Thank you for your letter. The availability issue is improved. Recent part number corrections have been made

Not Recommended

B-Spec

1. #29865 (B-Spec Committee) Request to allow R53 Cooper S 6 speed trans. swap into the R50

Thank you for your letter. There is too much change required to update this transmission. The cost of repairing the existing trans is a better option.

FA

1. #30356 (Daryl Wizelman) Request classification of FL15 with turbocharged K20C1 engine

Thank you for your letter. The Club Racing Board does not recommend this change. The Formula Lites Crawford FL15 and FR Americas Ligier JS F3 are classified in separate spec lines based upon distinct technical specifications that include the original engine installation. The Club Racing Board and the Regions' technical inspectors do not have the resources to police hybrid versions of these cars. Competitors may race the FL15 with the approved Honda K24Z7 engine.

2. #30395 (Daryl Wizelman) Request to split PFM and FR Americas cars

Thank you for your letter. The Club Racing Board does not recommend this change. U.S. Majors participation numbers show that neither FR Americas nor Pro Formula Mazda could achieve an average of 4.0 cars per event as a separate class. In 2020 FR Americas averaged just 0.35 cars and Pro Formula Mazda just 1.17 cars per event. In addition, there is no basis for believing that the FA class could achieve an average of 4.0 cars per event if FR Americas or Pro Formula Mazda were removed from the class. In 2020 FA averaged 3.17 cars per event with FR Americas and Pro Formula Mazda cars included.

P1

1. #30032 (Michael Major) DP02 engine specs

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #30038 in the January 2021 Fastrack Technical Bulletin. Switching to a 2.5L engine is not the only option. Line G's notes include a lower minimum weight for cars using a modified 2.0L engine that allows for the difference in torque compared to larger displacement engines. The 30mm single inlet restrictor (SIR) required on Line G engines balances power with greater precision than could be achieved by prescribing allowable parts and modifications for each engine application. A sealed SIR airbox for the DP02 is commercially available to competitors who do not wish to build their own.

2. #30138 (Aaron Hill) Elan DP02 Restrictor

Thank you for your letter. The Club Racing Board does not recommend this change. The sealed DP02-spec 2.0L engine is outside the P1 performance envelope. Please see the responses to letters #26753 in the July 2019 Fastrack Technical Bulletin, #27867 in the January 2020 Fastrack Minutes, #29756 in the December 2020 Fastrack Minutes, #30038 in the January 2021 Fastrack Technical Bulletin, and #30032 in this Fastrack. A restrictor is not being added to modified DP02 engines for 2021. Modified engines have been required to use a single inlet restrictor since the class was inaugurated in 2014.

PX

1. #30383 (Michael Major) Spec line request for PX Table 1

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that currently race in a Runoffs-eligible class. Please see the responses to letters #28403 and #28516 in the April 2020 Fastrack Minutes. The DP02 currently races in the Runoffs-eligible P1 class. Please see the response to letter #30032 in this Fastrack. In addition, the car's weight does not meet the minimum standard for classification in the PX class. Please see the response to letter #30115 in the February 2021 Fastrack Minutes.

GCR

1. #29062 (SMAC Committee) New Contact Rules

Thank you for your letter. Appendix P is a guideline, one that can reduce crashing and give race officials a reasonable standard with which to judge contact. Vision is a requirement for a safe pass. The passing car must get into the peripheral vision of the overtaken car in the braking zone, prior to the turn in point to be seen and thus allow for both cars to have racing room on the track. The considered opinion of the primary authors, editors, and reviewers for Appendix P is that your proposal, i.e. front wheel of passing car overlapping (at most) rear wheel of overtaken car, does not properly allow the overtaken car to establish the presence of the passing car in the overtaken driver's peripheral vision. If the passing car only gets to the overtaken driver's rear wheel before turn in, contact may result if the overtaken driver is not aware of the pass attempt and does not leave room at the apex. Contact would be the fault of the overtaking car.

2. #30266 (Jason Stine) Request to allow RWB SCCA Driver's Suit Patch

Thank you for your letter. The logo used in the Red/White/Blue patch is not a current approved logo. Older patches do not have to be removed, but a patch with the current logo must be sewn on driver's suit.

General

1. #29914 (Jason Stine) Please Count 2 Out of Conference Finishes for Conference Points

Thank you for your letter. Conference Point Championships are designed to reflect the results of events in that conference and give a defined end date to a conference season. This also ensures that all competitors are working from the same calendar and expectation of which events count in each conference point standings. By counting out of division, it extends the end of the season for all conferences to the very last Majors race in the country for that season. Majors race weekend participation and

race finish credit from any conference counts toward Runoffs qualification but the points earned remain in that Conference's point standings. Drivers can win a points championship in any conference regardless of their region or division of record.

FP

1. #30267 (David Boles) Request for Golf MkIII Help

Thank you for your letter, but it is not currently recommended to permit "Limited Prep" cars to increase their compression ratio beyond 12.0:1. Compression above this level goes against the concept of "Limited Prep".

HP

1. #30234 (James Bell) Request removal of weight penalty for Datsun 510

Thank you for your letter. All previously existing "Alt Brake" allowances were permitted without a weight penalty. The new non-stock brake and rotor rules DO come with a weight penalty. The car in question in this letter can continue to run its permitted "Alt Brake" package with NO weight penalty, or install some other non-stock caliper and/or rotor package, with a weight penalty. The alternate carb weight adder on this vehicles spec line has nothing to do with its brakes, which again, are allowed without penalty.

2. #30327 (Tim Linerud) Alternate Carb for 1.8 VW Limited Prep

Thank you for your letter. The vehicle in question is proven to be competitive as classed, never came with carburation from the factory, and there's no performance or parts availability related case that can be made for why it should be allowed.

Prod General

1. #30005 (Steve Sargis) Request Further Cleanup of Carburetor Rule

Thank you for your letter. It is not believed that any additional changes need to be made to these rules. They already state that a vehicle must use its standard carburetor or an approved optional carburetor. A competitor must be able to defend that the carb he/she is using is either the stock carb, or an approved optional carb via its spec line or general Prod approved optional carb list. Additionally, further rules exist that define how a stock or optional carb can be adapted to a stock (or permitted) manifold. If for some reason a specific car cannot possibly adapt an approved carb to its approved manifold, within the current rules, addressing that would be a case-by-case basis.

2. #30287 (Daniel Snow) Fiat X1/9 brake rotors

Thank you for your letter. With the new "non-stock brake calipers and rotors" allowance, that come with a pre-defined weight penalty, a new "Alt Brakes" package that permits a larger and vented rotor versus stock, is not going to be issued without weight penalty. If the letter writer wishes to run the package as he describes, it could be done with the "non-stock brake calipers and rotors" weight penalty.

ST General

1. #30052 (Michael Kamalian) Alternate Miata Hubs

Thank you for your letter. Request is not recommended due to being outside of class philosophy. Alternate material hubs are not an approved modification.

2. #30069 (Eric Thompson) Move Letter #21441 to ST General

Thank you for your letter. If you have an issue with a specific model, we would consider considering issues specifically, not in general.

3. #30404 (Tom Rogers) Classification Request

Thank you for your letter. The ST class is built around widely available components, not designed for specialty engines.

STO

1. #30337 (Keith Kimberly) Request 2010 GCR STO Eligibility Language Be Reintroduced
Thank you for your letter.
2. #30338 (Keith Kimberly) Request Appendix K Be Replaced With A New GT/STO Section
Thank you for your letter.

STU

1. #30411 (Paul Stephan) Request to allow reproduction fenders for VW Corrado
Thank you for your letter. We do not allow alternate material from the OEM to be used.

T1

1. #30325 (Michael Pettiford) Request to Make the Non Aero Cars Faster in T1
Thank you for your letter. Recent changes have been made to T1-LP that may have re-established the BOP of the class. Please see the March 2021 Fastrack for recent changes.

T2-T4

1. #30301 (Raymond Blethen IV) Request Tire Width Rule
Thank you for your letter. This change would have a drastic effect on BOP. We don't recommend this change at this time.

T4

1. #30136 (Scotty White) Request to classify Mustang in T4
Thank you for your letter. We discussed the idea of moving this car to T4, but the car fits best in T3. Data shows that the car can be competitive in T3. We also feel that the car would have a negative impact on other T4 competitors. Its base HP is approximately 100 HP above the basic T4 car. It would also weigh approximately 1000 pounds more than other T4 cars. If the class accelerates, it may be considered in the future. In the meantime, we are willing to consider adjusting the T3 spec line.
2. #30244 (Chi Ho) Request aftermarket intercooler for BMW 320i
Thank you for your letter. Based on recently collected trap speeds and acceleration rates, we don't believe that the 320i needs something that could be perceived as a positive spec line change.
3. #30335 (Christopher Windsor) BMW 320i Performance Reclassification Request
Thank you for your letter. Recent changes have been made to this car. We will continue to monitor this car in the class.
4. #30367 (Matthew Fess) Request BRZ/FRS/86 Wheel Width
Thank you for your letter. The 7" wheel was the OE width. The car has proven to be competitive with this combination. There are wheel options at this size.

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

B-Spec

1. #30120 (Alex Ratcliffe) Request to classify the Hyundai Accent

Thank you for your letter. This has been addressed by letter # 29484 in the February 2021 Fastrack.

2. #30122 (Ali Naimi) Support the header for Mazda 2

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

3. #30123 (Chris Taylor) In Support of Letter #29944

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

4. #30124 (Charlie Valdez) Support the header for the Mazda2

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

5. #30127 (Drew Strickland) Support Letter # 29944

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

6. #30130 (Ted Sahley) Mazda 2 New Header Approval

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

7. #30166 (Brian Duddy) Proposed Correction to Spec Tire Rule (29480)

Thank you for your letter. Please see letter # 29480 in March Fastrack and # 30387 in current Fastrack.

8. #30220 (Charles Davis) Request to correct 9.1.10 paragraph 7 GCR page 682

Thank you for your letter. Please see letter # 30387 in current Fastrack.

9. #30286 (Charles Davis) Correct 9.1.10 paragraph 7 GCR page 682

Thank you for your letter. Please see letter # 30387 in current Fastrack.

10. #30377 (James Rogerson) Mazda 2 Header

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

What Do You Think

None.

RESUMES

None.

DATE: March 20, 2021

NUMBER: TB 21-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2021. 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. #29863 (B-Spec Committee) Allow 4 lug hub conversion to R60 and R61 MINI

In B-Spec Spec Line, Mini Cooper Countryman (R60) (11-16), add to notes as follows:

"Allow part number 31226776162 (front) and 33416786552 (rear) bearings and corresponding brake rotors."

In B-Spec Spec Line, Mini Cooper Paceman (R61) (11-16) add to notes as follows:

"Allow part number 31226776162 (front) and 33416786552 (rear) bearings and corresponding brake rotors."

2. #29944 (Josh Smith) Mazda2 header replacement

In B-Spec Spec Line, Mazda2 (10-14), add to Notes as follows:

"Allow Mazda Header PN: 0000-06-2401. The existing PN: HB.EM 60-404-S-SS or HP-MZD001 is will not be allowed after 1/1/2023."

In B-Spec Spec Line, Mazda2 (10-14), change weight as follows:

~~"2330"~~ **2380"**

3. #30078 (James Rogerson) Honda Fit Years on Spec Line

In B-Spec Spec Lines, Honda Fit (09-12), change as follows:

"Honda Fit (09-12~~4~~)"

4. #30380 (B-Spec Committee) Hyundai/Kia restrictor size incorrect

In B-Spec Spec Lines, Hyundai Accent GS Hatchback (13-19), change Notes as follows:

~~"4036mm flat plate restrictor required."~~

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

~~"4036mm flat plate restrictor required."~~

5. #30387 (B-Spec Committee) Clarify tire compound in rules

In GCR, Section 9.1.10.E.7.c, change as follows:

"Hankook P205/50ZR15 Z214 **C51 Compound** or Hankook 200/580R15 Z217 (rain) is required for the following SCCA Majors, Super Tour and Runoffs."

Formula/Sports Racing

FA

1. #30355 (Formula/Sports Racing Committee) Update Table 1 Weights for Spec Lines C, I, and K
In FA Table 1, Spec Line C, change the weight as follows:

"~~1200~~1175"

In FA Table 1, Spec Line I, change the weight as follows:

"~~1250~~1175"

In FA Table 1, Spec Line K, change the weight as follows:

"~~1160~~1175"

2. #30366 (Formula/Sports Racing Committee) Remove redundant reference in Table 2 spec line

In FA Table 2, Purpose built and ex-Pro Atlantic cars spec line, change as follows:

"Up to 5 forward gears, limited slip and locked differential allowed (~~sequential trans. carries 25 lb penalty~~)"

3. #30369 (Formula/Sports Racing Committee) Correct the name of the FR Americas car

In FA Table 2, FR Americas spec line, change the car name as follows:

"FR Americas *Ligier JS F3*"

4. #30372 (Formula/Sports Racing Committee) Clean up Spec Line D in Table 1

In FA Table 1, Spec Line D, make changes as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
D.	<i>Ford Duratec/ Mazda MZR</i>	2500	4-valve 4		29mm SIR	1400

5. #30386 (David Zavelson) Table 2 Honda K20Z3 request

In FA Table 2, Honda Civic K20Z3 spec line, change the notes as follows:

"Intake manifold and throttle body assembly ~~must~~ *may* be used as ~~either the original, unmodified HPD parts delivered from HPD,~~ *either the original, unmodified HPD parts delivered from HPD,* ports ~~must be as cast beginning 1.00" into ports~~ *or unmodified AT Power Direct-To-Head (DTH) 45mm individual throttle bodies, PN 102-104-00020.* Fuel injectors must be OE Honda Civic K20Z3 2.0 liter PN 16450-RBB-003, fuel rail must be OE Honda Civic K20Z3 2.0 liter PN ~~16220-RAA-A01.~~"

FF

1. #30426 (Formula/Sports Racing Committee) Kent crankshaft clarification

In FF, GCR section 9.1.1.B.12.b, add a new section as follows:

"5. The block may be relieved in those areas only as required to allow the fitment of a permitted crankshaft."

P1

1. #30424 (Formula/Sports Racing Committee) Clean up Spec Line A notes section

In P1 Engine Table, Spec Line A, change the notes as follows:

"~~Balance tubes not allowed. One Carb per cylinder. Carburetor induction only. Restricted venturi size.~~ *Balance tubes not allowed.*"

2. #30425 (Formula/Sports Racing Committee) Clean up Spec Line H notes section

In P1 Engine Table, Spec Line H, change the notes as follows:

"Peripheral ~~P~~port or ~~Bridge Port~~ *bridgeport* Allowed."

PX

1. #30291 (Andres van der Dys) Request to classify the Revolution A-One

In PX Table 1, classify the Revolution A-One as follows:

Table 1					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
<i>Revolution</i>	<i>A-One</i>	<i>Ford 3.7L V6</i>	<i>NA</i>	<i>1925</i>	

2. #30341 (Danyel Delgado) Request to classify the Radical SR10

In PX Table 1, classify the Radical SR10 as follows:

Table 1					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
<i>Radical</i>	<i>SR10</i>	<i>Ford Ecoboost 2.3L High Output 4 cyl. Turbo</i>	<i>NA</i>	<i>1825</i>	

GCR

GCR

1. #30310 (David Gomberg) Terminology of Court

In GCR, Section 5.12.1.C, change as follows:

"The Chairman shall ensure that the SOM ~~court~~ follows the appropriate GCR process when hearing protests or requests for action."

In GCR, APPENDIX O.3.C., change as follows:

"If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) ~~court~~ to hear and determine the outcome of the protest or RFA."

General

None.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Grand Touring

GT2

1. #30421 (Grand Touring Committee) GT2 tiger firing order

In GT2 Engines - SUNBEAM, change as follows:

"Optional engine firing order of later versions of SBF family (302) 1,3,7,2,6,5,4,8.

May use optional firing order of later version of SBF Family (Boss 302) 1,3,7,2,6,5,4,8"

Improved Touring

None.

Legends Car

None.

Production

FP

1. #30165 (John MacGowan) Please Classify Mazda3 in FP

In EP, classify Mazda 3 S (04-08) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
<i>Mazda 3 S (04-08)</i>	<i>2</i>	<i>2350 * 2409 ** 2468</i>	<i>4 cyl DOHC</i>	<i>87.5 x 94.0</i>	<i>2260</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 35.1 (E) 30.0</i>	<i>Fuel injection.</i>	<i>2640</i>	<i>1638 / 1623</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>18x8</i>	<i>5</i>	<i>(F) 300 Vented Disc (R) 280 Solid Disc</i>		<i>55</i>	<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>

2. #30268 (David Boles) Golf MkIII Valve Size Request

In FP Spec Lines, Volkswagen Golf III / Jetta III (93-98), change Valves IN & EX mm/ (in.) as follows:

"(I) ~~39.5~~*40.0* (E) ~~32.9~~*33.0*"

In FP Spec Lines, Volkswagen Golf IV/ Jetta IV (99-05), change Valves IN & EX mm/ (in.) as follows:

"(I) ~~39.5~~*40.0* (E) ~~32.9~~*33.0*"

HP

1. #30167 (G. Brian Metcalf) Request to Classify 2012-2015 MINI Cooper Coupe in HP

In HP Spec Lines, Mini Cooper (07-13) (includes 09-15 convertible), change as follows:

"Mini Cooper (07-13) (includes 09-15 convertible *and 12-15 Coupe*)"

2. #30368 (Andrew Benagh) Request clarification on VW 1.8 Rabbit GTI Spec Line

In HP Spec Lines, Volkswagen Rabbit GTI 1780 (83-84), add to Notes as follows:

"Mk2 VW front spindles, hubs and bearings are permitted."

Spec Miata

1. #30438 (Spec Miata Committee) Updates - Obsolete Parts & BOP Parts

In SM, Section 9.1.7.C., add as follows:

"10. Updates

a. Obsolete Parts

When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from the CRB may be used in sanctioned events. Such updates would only be effective when or if finalized by the CRB, and published in Fastrack. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.

b. BOP Testing

For purposes of maintaining a healthy future for Spec Miata specific to balance of power (BOP) and overall parity, parts or software identified with direction and approval from the CRB may be used in sanctioned events. Such updates will only be effective when or if finalized by the CRB, and published in Fastrack. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency."

Super Production

None.

Super Touring

ST General

1. #30388 (Philip Royle) ST Oil Coolers E&O Correction to 9.1.4.2.H

In ST, section 9.1.4.G.14, change as follows:

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

STU

1. #30342 (Justin Taylor) Provision for Interchangeable Engine Components Already Allowed

In STU Spec Lines, Honda S2000, add to Notes as follows:

"F20/F22 K24 Crank Shaft allowed, must use chart weight for achieved displacement."

Touring

T2

1. #30297 (Touring Committee) Class Spec Corvette in T2?

In T2 Spec Lines, classify Spec Corvette 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>Spec Corvette</i>								3375	<i>Cars must comply with all Spec Corvette rules dated 3-1-21 including fuel and tires. No tire treatment or rubber softeners are permitted. T2 requirements of 3.75" min ride height and 53mm flat plate restrictor required. Any 295 DOT tire approved with +200lb</i>

2. #30391 (Harley Kaplan) E92 BMW Spring Rate Request

In T2 Spec Lines, BMW E92 M3 (08-14), change notes as follows:

"Springs up to ~~800~~1000#/in front and rear allowed."

3. #30401 (Touring Committee) Please correct recent T2 Spec Line

In T2 Spec Lines, Toyota Supra (2020-), change Notes as follows:

"Springs allowed 800# *max* (f) 1000 *max* (r)"

T2-T4

1. #30263 (Randall Smart) Request consistency review in GCR

In GCR, Section 9.1.9.2.D.1.i.5., change as follows:

"T2-T4 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 95% of the factory OEM clutch disc and pressure plate."

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

T3
 1. #30315 (David Karably) Request to classify 2006-2008 Cayman
 In T3 Spec Lines, classify the Porsche Cayman (06-08) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Cayman (06-08)</i>	<i>85.8 x 78 2687</i>	<i>2415</i>	<i>18 x 8</i>	<i>245</i>	<i>3.82, 2.20, 1.52, 1.22, 1.02, .82</i>	<i>3.44</i>	<i>(F) 318 x 28 Vented (R) 299 x 24 Vented</i>	<i>3050</i>	<i>Alternate exhaust manifold permitted, 966-111-102-05 (left) and 996-111-101-05 (right).</i>

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Jim Booth vs. SOM COA Ref. No. 21-01-SE March 14, 2021

FACTS IN BRIEF

Following the Saturday, January 16, 2021, Group 4 Hoosier Super Tour race at Sebring International Raceway, Doug Nickel, Race Director, filed a Request for Action (RFA) requesting the Stewards of the Meeting (SOM) to investigate contact between Formula Atlantic (FA) #63 and Formula Enterprises 2 (FE2) #73 for alleged violations of General Competition Rules (GCR) 6.11.1.A. through D. (On Course Driver Conduct.) The SOM Stu Cowitt, Russ Gardner, and Paula Hawthorne (Chairman) met to hear and decide on the RFA.

The SOM determined Jim Booth, driver of Car #63 was responsible for contact involving Paul Schneider, driver of Car #73. The SOM ruled Mr. Booth violated GCR 6.11.1.A. (Avoid physical contact) and 6.11.1.B. (Allow racing room) and penalized him by moving his finishing position to last in class in FA, and probation for 4 race weekends. The penalty also incurred three penalty points on Mr. Booth's competition license. Mr. Booth 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 February 25, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jim Booth, received January 25, 2021.
2. Official Observer's Report and related documents, received February 16, 2021.
3. In-car video from Car #63 and Car #73, received February 16, 2021.
4. Email with embedded video frames from Mr. Booth, received February 22, 2021.
5. Witness statements from SOM members, received February 24, 2021.

FINDINGS

In his appeal, Mr. Booth described the circumstances leading up to the loss of traction causing a slight leftward movement by his front tires. Mr. Booth asserts he was aware of Car #73 on his left but the loss of grip caused him to impact the right front wheel of Mr. Schneider. Mr. Booth disagrees with the penalty he was given.

The COA reviewed the SOM's Hearing and Decision report and attachments, as well as Mr. Booth's appeal documents and all available video. The COA agrees Mr. Booth initiated an inside pass of Car #73 on the approach to Turn 7. Just before the apex of Turn 7, Car #63 lost traction and slid into Car #73 making side-to-side contact. Car #73 was damaged by the contact and retired to the pits.

The COA finds Mr. Booth violated GCR 6.11.1.A. (Avoid contact between cars) and 6.11.1.B. (Allow racing room). The penalties assessed by the SOM were within their authority per GCR 7.2. Mr. Booth did not provide additional evidence not available to the SOM in making his appeal.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Quyên Tong vs. SOM COA Ref. No. 21-02-SW March 18, 2021

FACTS IN BRIEF

Following the Sunday, January 17, 2021, Group 6 Texas Region Polar Prix Race at MotorSport Ranch Cresson, Art Tapley, Chief Steward, filed a Request for Action (RFA) for investigation and determination of fault related to contact between Quyên Tong, Spec Miata (SM) #16, Travis Wiley, SM #28, and Logan Stretch, SM #98, during the last lap of the race.

The Stewards of the Meeting (SOM) Rick Kosdrosky, Larry Svaton, and Cathy Barnard (Chairman) met via Zoom several days after the event to hear and rule on the RFA. The SOM interviewed witnesses, reviewed witness statements, viewed video, and concluded the three drivers shared equal responsibility for the contact. The SOM found each violated General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road) by not allowing each other racing room. Mr. Wiley, Mr. Tong, and Mr. Stretch were penalized with Probation for one race weekend for the last lap contact. The SOM found Mr. Tong also violated GCR 6.11.1.A. (Avoid contact) for contact with SM #98 several laps earlier in the race. Mr. Tong was placed on probation for one additional race weekend for the earlier contact. Three penalty points were assessed on each driver's competition license.

Mr. Tong appealed the decision regarding the earlier contact with SM #98.

DATE OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Pat McCammon, and Laurie Sheppard (Chairman) met on March 11, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Request Confirmation, received February 8, 2021.
2. Appeal letter from Quyên Tong, received March 5, 2021.
3. Official Observer's Report and related documents, received March 5, 2021.
4. Video clip from SM #98, received March 5, 2021.
5. Supplemental witness statement from Travis Wiley, received March 5, 2021.

FINDINGS

Mr. Tong's appeal focused solely on the SOM's ruling of "violation of 6.11.1.A. for the contact between [himself] and #98 (Logan Stretch) that occurred several laps before the end of the race." Mr. Tong stated he had a single interview with the SOM for the purpose of reviewing the contact in the last corner on the last lap of the race. He further stated, "The incident in which I am currently appealing was not a topic of discussion during my meeting." Mr. Tong acknowledged the contact with SM #98 did occur. He described a post-race discussion with Mr. Stretch regarding the events that occurred in a section of the track known as Rattlesnake. The contact, as well as the discussion, were witnessed by Mr. Wiley, who provided a witness statement accompanying the appeal.

The COA reviewed Mr. Tong's appeal submission, the RFA and associated witness statements and documents, and Mr. Stretch's brief in-car video clip of the incident. The COA notes none of the witness statements submitted with the Observer's Report mention the contact earlier in the race. Mr. Wiley, in his subsequent statement, described both what he saw and heard on the track and later in post-race impound. He states Mr. Tong was behind Mr. Stretch as they were "going into Rattlesnake." He goes on to say, "I heard Logan drop it into 5th not 3rd and then his tail lights came on..."

Mr. Stretch's in-car video clip labeled "logan first incident.mov" begins on the approach to a right-hand turn. Mr. Wiley (SM #28) is seen to the left and slightly ahead of Mr. Stretch. Five seconds into the video, SM #28 has dropped back out of camera view. Mr. Stretch reaches over to the gearshift and appears to fumble a bit before pushing it forward into gear. His hand goes back to the steering wheel but a few video frames later, returns to the gearshift. The contact in the rear occurs while his hand is on the gearshift the second time.

The COA concludes from the witness testimony and video evidence that Mr. Stretch unexpectedly slowed more than anticipated approaching the turn while he attempted to engage third gear. With SM #28 to his left, Mr. Tong had nowhere to go and contacted SM #98 in the rear.

The COA finds the contact by Mr. Tong was unavoidable and nullifies the SOM's decision to penalize Mr. Tong for violation of GCR 6.11.1.A. for this incident. The COA makes no judgement on the penalty of probation for one race weekend for Mr. Tong's involvement in the last lap incident as that portion of the SOM's decision is outside the scope of the appeal. There is no change to the points assigned to Mr. Tong's competition record.

DECISION

The COA overturns the SOM decision only for a single violation of 6.11.1.A. The COA modifies Mr. Tong's penalty to remove probation for one race weekend. Mr. Tong's

appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.