

CLUB RACING BOARD MINUTES | May 4, 2021

The Club Racing Board met by teleconference on April 6, 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

FC

1. #30732 (Club Racing Board) Formula Continental Spec Tire Implementation

The following is from the December 14, 2020 board minutes to approve the FC tire. It did not make it into the May GCR, but is an approved rule, effective May 1, 2021. It will be corrected in the June 2021 GCR.

<https://www.scca.com/downloads/56262-ma-21-02-fc-spec-tire-implementation/download>

SUBJECT: Formula Continental Spec Tire Implementation

The following is from the December 14, 2020 board minutes to approve the FC tire. It did not make it into the May GCR, but is an approved rule, effective May 1, 2021. It will be corrected in the June 2021 GCR.

In GCR, section 9.1.1.B.10. add as follows:

Effective 5-1-2021

"g. FC shall be limited to the following tires (front tires may not be used as rears): Dry:

Front – Hoosier 20.5 x 7.0 – 13 60A compound - Part Number TBD Rear – Hoosier 22.5 x 8.0 – 13 60A compound – Part Number TBD Wet:

Front – Hoosier 20.5 x 7.0 – 13 W3- Part Number TBD Rear – Hoosier 22.5 x 8.0 – 13 W3 – Part Number TBD

h. FC shall be permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major and Super Tour events; eight (8) dry tires and eight (8) wet tires for Runoffs. This rule shall be effective beginning with the first (1st) qualifying session of the event. It is the responsibility of the competitor to ensure that their tires are declared, marked and logged by Tech in advance of their on-track session(s).

- 1. Use of an undeclared tire shall automatically result in all times being disallowed in that session or finishing position in that race.*
- 2. If a tire is damaged during a qualifying session or a race the competitor may replace the damaged tire with a used tire upon approval by the Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the Chief Steward, however such shall result in the loss of grid position in the subsequent race or session; the competitor shall start at the back of the grid. "*

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

SM

1. #30727 (Spec Miata Committee) VVT Reluctor Wheel Location

In SM, 01-05, add reductor wheel location to the Camshaft Profile Data document as follows:



Camshaft Profile Data

VEHICLE: 01-05 Mazda Miata

Lobe(s): Intake	<u>LIFT</u>	<u>DUR.</u>	<u>OPEN</u>	<u>CLOSE</u>	<u>AREA</u>
	0.020	226.81	12.96 BTDC	33.84 ABDC	26.42
	0.030	218.60	9.09 BTDC	29.51 ABDC	26.32
	0.040	212.75	6.25 BTDC	26.50 ABDC	26.22
	0.050	207.82	3.81 BTDC	24.00 ABDC	26.05
	0.060	203.23	1.52 BTDC	21.71 ABDC	25.98
	0.070	198.69	0.76 ATDC	19.45 ABDC	25.83
	0.080	194.16	3.03 ATDC	17.18 ABDC	25.66
	0.090	189.64	5.29 ATDC	14.92 ABDC	25.47
	0.100	185.16	7.54 ATDC	12.70 ABDC	25.26
	0.150	162.74	18.78 ATDC	1.52 ABDC	23.86
	0.200	140.26	30.02 ATDC	9.72 BBDC	21.89
	0.250	116.96	41.70 ATDC	21.34 BBDC	19.26
	0.300	88.91	55.81 ATDC	35.28 BBDC	15.39
	0.350	46.96	76.92 ATDC	56.12 BBDC	8.52
	0.369	--- PEAK CAM LIFT ---			

Lobe(s): Exhaust	<u>LIFT</u>	<u>DUR.</u>	<u>OPEN</u>	<u>CLOSE</u>	<u>AREA</u>
	0.020	233.13	35.67 BBDC	17.46 ATDC	26.01
	0.030	222.30	30.90 BBDC	11.40 ATDC	25.88
	0.040	215.79	27.76 BBDC	8.04 ATDC	25.72
	0.050	210.69	25.25 BBDC	5.43 ATDC	25.65
	0.060	206.06	22.95 BBDC	3.11 ATDC	25.52
	0.070	201.54	20.69 BBDC	0.85 ATDC	25.38
	0.080	197.04	18.44 BBDC	1.40 BTDC	25.21
	0.090	192.53	16.18 BBDC	3.65 BTDC	25.02
	0.100	188.03	13.93 BBDC	5.90 BTDC	24.70
	0.150	165.61	2.71 BBDC	17.10 BTDC	23.40
	0.200	142.71	8.80 ABDC	28.49 BTDC	21.39
	0.250	116.27	22.16 ABDC	41.56 BTDC	18.41
	0.300	82.10	39.43 ABDC	58.47 BTDC	13.69
	0.348	--- PEAK CAM LIFT ---			

Dowel Pin location:

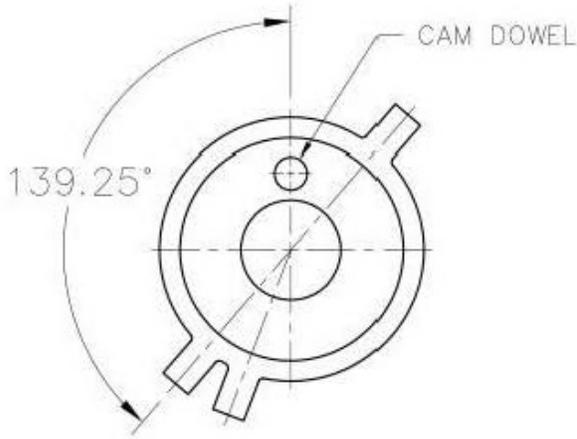
	Cylinder 1 lobes	Cylinder 2 lobes	Cylinder 3 lobes	Cylinder 4 lobes
Intake	86.0 degrees BTDC	4.0 degrees ATDC	4.0 degrees ABDC	86.0 degrees BTDC
Exhaust	80.0 degrees ATDC	10.0 degrees BBDC	10.0 degrees BTDC	80.0 degrees ABDC

Base Circle Radius:

	Minimum	Maximum
Intake	1.402 inches	1.419 inches
Exhaust	1.408 inches	1.425 inches

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Reluctor Wheel Location	139.25 degrees
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Tolerances:

Duration at the seat (0.0" - 0.02")	2.5 degrees
Duration on flank (0.021" lift – 0.1" before max. lift)	1.5 degrees
Duration over nose	3.5 degrees
Peak lift	0.003 inches
Dowel pin location	2.0 degrees
Reluctor Wheel to Dowel Pin	1.5 degrees

Date Issued: 6/16/06 Revision #: 4 Revision Date: 5/11/21

SPORTS CAR CLUB OF AMERICA, INC
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No Action Required

AS

1. #30241 (Drew Cattell) Request RP CTS-V weight error correction

Thank you for your letter. We have been reviewing weight specifications for the entire class and will be making adjustments for the remainder of the 2021 season.

2. #30255 (Jay Pistana) Limited Prep Slower than Full Prep, Try Again

Thank you for your letter. It is always greatly appreciated. We have discussed options for the 2021 season and weight adjustments are being pursued. Continued discussion for 2022 is occurring.

3. #30256 (Jay Pistana) Request to reduce weight of Limited Prep Cars

Thank you for your letter. We have reviewed the weights of all the cars in the class and will be making adjustments for the remainder of the 2021 season.

4. #30281 (Kyle Jones) Support Recommended Item #29669 Transmission Gear Ratio CP

Thank you for your letter. Currently the close ratio transmissions are on hold along with the rev limiter for various reasons. We continue to discuss these issues and your input is appreciated. Thank you again for that input and future thoughts.

5. #30400 (Tim White) 13

Thank you for your letter. Brake rotor size and weight is a discussion on most Adhoc committee calls. the cost and availability, versus performance capability is debated and reviewed. I am sure we will continue the discussions. At this point we are continuing without a weight penalty, but will continue to review the performance of all brake packages on AS cars.

GT General

1. #30593 (Nathan McBride) Request aftermarket ECU allowance

Thank you for your letter. All GT2 and ST cars with the exception of various GT2 "spec" classifications can already have an ECU of their choice!

HP

1. #30623 (Jason Stine) Significant Opposition to 2L Cars in HP

Thank you for your letter. These recent additions to HP have been in FP for years, and despite several attempts at adjustments to improve their classifications, they have remained vastly uncompetitive. They simply cannot achieve a reasonable power-to-weight ratio for FP, given the weight of their chassis', the limitations of their stock engine and induction designs, and the Prep Level 2 rules. Through careful consideration of those limitations and their known performance capabilities within their FP and ITB classifications, and through an addition of weight and a reduction in Prep Level 2 compression and cam allowances as they moved from FP to HP, it is believed that these cars will now fit and race well in the existing realm of HP. As they get built, developed, and raced in HP, their performance will be closely monitored, and adjustments will be made if warranted.

Prod General

1. #30635 (Joe Camilleri) Clarification of New Brake Allowances

Thank you for your letter. By fitting a vented rotor where a solid rotor existed originally, this would be considered the use of a "non-stock-size brake rotor", and be subject to the 2% "non-stock brakes" weight penalty.

T2-T4

1. #30602 (Brett Mars) Global MX5 Cup

Thank you for your letter. The Global MX5 is a spec-line car, meaning that it is allowed to run the items as allowed in the class that it was built for. For this car, it is allowed many other things that are not normally allowed in T3. Data results show that the current configuration is competitive.

Not Recommended

AS

1. #30236 (Drew Cattell) Request headers for RP CTS-V

Thanks for your letter. At this time the committee feels the expense and variety of headers is contrary to the restricted preparation philosophy. We are continuously reviewing the balance of performance and making adjustments.

2. #30237 (Drew Cattell) Request to remove redundant engine compression limit RP engines

Thank you for your letter. The Committee is reviewing the specification details and will adjust as necessary.

3. #30238 (Drew Cattell) Request to allow any replacement fuel injector on RP CTS-V

Thank you for the letter. We reviewed the availability of OEM injectors. In order to maintain the restricted prep philosophy, we feel maintaining OEM parts is still viable. Please let know if you find differently in the future. Submit a letter or contact one of your committee representatives.

4. #30239 (Drew Cattell) Request to allow GM ASA camshaft Part # 91088958770 for RP CTS-V

Thank you for your letter. We discussed different cam options for the LS6 and LS2 in the CTSV. Continued Balance of performance is being discussed for the 2022 season. For 2021 weight adjustments are being applied to help minimize overall performance capability.

5. #30240 (Drew Cattell) Request to allow Air Filter Kit for RP CTS-V

Thanks for your letter. We are reviewing the balance of performance and making weight adjustments for 2021 and discussing options for 2022.

6. #30320 (David Mead) Ride height change for AS

Thank you for your letter. Ride height restrictions changes are being considered, as newer cars are being added to the class. In most cases the adjustments will be made on individual specification lines. If a specific vehicle needs consideration based on your knowledge please contact an Adhoc representative or provide a letter stating the particular vehicle that needs consideration.

7. #30321 (Scott Marcero) RP Mustang Spec Line Transmission

Thank you for your letter. Currently the Tremec TUET11010 is available for the restricted preparation Mustangs. The understanding of the Adhoc Committee is this transmission contains the synchronizer components of the TR6060. Please contact an Adhoc representative if you have different information.

8. #30365 (Drew Cattell) Brake Change Request

Thank you for your letter. The implementation of ABS on AS cars has been discussed. Currently there is only one car that is allowed to compete with ABS in American Sedan. We feel the Spirit of the class is non ABS. We will continue to discuss this but currently we are limiting the cars that ABS is permitted.

9. #30449 (Brian Himes) Request rear gear ratio limit

Thank you for your letter. We have reviewed this option as a way to limit engine RPM. We feel the best way to limit max RPM is to directly state RPM limits within the rules. We are considering ways to implement an RPM limit for 2022 as a method of reducing powertrain costs.

B-Spec

1. #30025 (B-Spec Committee) Revision of engine rebuild/refresh/remanufacturing spec line item

Thank you for the letter. The intent of the existing rules is that any repair must be done ONLY to put the engine back in OEM new condition. Any component repair must follow OEM service manual with OEM parts (or equivalent).

2. #30134 (John Burrows) Allowed Sway bar Mazda and Ford

Thank you for your letter. After discussion with the current part supplier it appears that parts are available again. We do not see the need to have multiple parts that would have people spending money and time evaluating. The intent of the class is to have 1 recipe per car whenever possible.

3. #30381 (B-Spec Committee) Limiting positioning of weight ballast

Thank you for your letter. Based on our discussion we do not want to specify where any ballast should be placed for all vehicles. The definition of "ballast" is not enforceable. However, future BOP changes that add weight might specify the location for that additional weight to make for a consistent impact on BOP.

4. #30446 (James Rogerson) Request Additional Shock Package

Thank you for your letter. The intent of the class is to have as little variation and development as necessary on each spec line. The committee debated and picked the Bilstein kit as the generic option and since it is still widely available we see no need to add the KW as an alternative at this time.

5. #30511 (David Daughtery) Mini Ride Height

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

6. #30512 (David Daughtery) 2011-13 Mini Restrictor

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

7. #30513 (David Daughtery) Ford Fiesta Adjustment Request

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

8. #30514 (David Daughtery) Honda Fit Restrictor

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

9. #30515 (David Daughtery) Sonic Restrictor

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

10. #30516 (David Daughtery) Fiesta and Sonic Sedan Weight and Restrictor

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

11. #30526 (Dan Hardison) Request to Add Cold Air Intake for 2009-2012 Honda Fit

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

12. #30529 (Robert Piekarczyk) Request Weight Reduction to 2009-2012 Honda Fit

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

13. #30533 (Dan Hardison) Request for 09-12 Honda Fit Weight Adjustment (B-Spec)

Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

14. #30586 (B-Spec Committee) Rear trailing arm shaving of material to fit

Thank you for your letter. Allowing modification of the rear trailing arms is specifically against the intent of the class. Mini's have been in this class from the beginning with no note needed. No change is suggested at this time.

15. #30594 (Nicholas Carl) Request Kia Rio & Hyundai Accent restrictor clarification

Thank you for your letter and supplying data. The committee discussed this spec line and we are waiting for performance data on this car to take further action. The dyno data provided is the same as the data we used for the BOP. It is from an "untuned" engine with the stock redline. We were under the impression for years that the Mini was not able to be tuned and then "surprised" when a tune impacted the BOP. After we get some data from the performance of the car changes will be considered. Evidence of what the now available tune does (or doesn't do) to the engine would also be helpful.

EP

1. #30660 (Anthony (Coyote Black) Request for BOP Adjustments for Acura Integra

Thank you for your letter. The allowances that are being requested are all outside the philosophy of Prep Level 2. It is also believed that this classification can become competitive as classified, if fully built to the extent of the rules, and continued development.

FP

1. #30502 (Jonathan Spiegel) Request to allow carburetor option on 94-01 Acura Integra

Thank you for your letter. This allowance is not recommended, as this car is competitive as classed with its fuel injection. It has been the recent stance in Production to not permit both a Carb and a Fuel Injection allowance, if the car in question never came from the factory with both of those induction systems, and is otherwise already competitive as classed with its stock method of induction.

HP

1. #30520 (Michael Kelley) ITB/ITC Cars to Class in HP

Thank you for your letter. This allowance is not recommended as requested. The Production Advisory Committee would like to remind all competitors that any IT car can already run in Production to its IT specifications, if a Production spec line already exists for it (rule 9.1.5.B.5). If a Production spec line does not exist, the creation of one just needs to be requested, and it will be done.

2. #30525 (Mike Ogren) Request to Reduce Weight for 1974 Toyota 1.6 Corolla

Thank you for your letter. The current classification appears to be reasonable. For further consideration, additional data needs to be provided and analyzed, including more on-track competition against other known classifications.

SM

1. #30523 (Michael Tinis) Help 1.6 SM Parity with NB and NA8

Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how a header or other change may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform at this time.

2. #30634 (Nick Leverone) Restrictor Plate Sizing

Thank you for your letter. More information is needed in order to consider your request. SCCA and SMAC are continuously monitoring BOP and believe BOP is very close at this time.

STU

1. #27895 (Kyle Compton) Request to Classify the Hyundai Veloster Turbo TCA

Thank you for your letter. At this time, we do not have enough information to classify the car in STU. If more information is available, we would be happy to review.

2. #29575 (Jose De Miguel) Request to add 2004 Mazda Protégé World Challenge Car

Thank you for your letter. At this time, we do not have enough information to classify the car in STU. If more information is available, we would be happy to review.

T1

1. #29903 (Clark Nunes) Request engine spec change

Thank you for your letter. A general rule of Touring is that "if it doesn't say you can, you can't". On this spec line, the rules require the camshafts to be OEM to that engine spec line. OEM camshafts should conform OEM lift, duration, and overlap. We do not recommend changing the specs on the line.

2. #30228 (Ryan Leshner) Request to classify 2020 Ford Mustang GT500

Thank you for your letter. We do not feel that this car is a good fit in T1. We suggest GTX.

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.

GCR

1. #30483 (SCCA Staff) Expand definition of Regional (sprint) and Endurance Races

In GCR Section 3.1.1., change as follows:

"U.S. Majors Tour races are high-profile **sprint races** events for drivers seeking an elevated level of competition."

In GCR Section 3.1.2., change as follows:

~~"All races, except U.S. Majors Tour events, are designated Regional races.~~ The requirements for Regional **and Endurance** races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.

~~Regional races are ordinarily open to the following competitors:~~

~~A. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (App C.2.7.F)~~ **Regional Race: All sprint races (a competition that is limited to a single driver in a car), except U.S. Majors Tour events, are designated as Regional races.**

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

B. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA. **Endurance Race:** *A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.*

C. *Regional and Endurance* races are ordinarily open to the following competitors:

1. *Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)*

2. *Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.*

3. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC. Please direct any questions about licenses to the Road Racing department in the National Office. Section 9.1 identifies the classes of cars eligible to compete in Regional *and Endurance* races.

~~D. An endurance race is a single race that may allow multiple drivers in the same car."~~

In APPENDIX A., add as follows:

"24. Endurance Race – A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.

25. Sprint Race – A competition that is limited to a single driver in a car."

In APPENDIX B., Section 1.4.4, change as follows:

"Multiple Types of Events ~~Events~~ Competitions on a Single Weekend

It is not generally permitted for race groups from different types of ~~events~~ *competitions* on the same weekend to run simultaneously."

2. #30572 (Raymond Blethen) Aborted Start Procedures

In GCR Section 6.5.4.B. add the following:

"Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack."

3. #30608 (GCR Committee) SOM Powers

In GCR Section 5.12.1.A., add the following:

"10. May return a RFA to the Chief Steward/Race Director for further evaluation if, during their investigation, they uncover other information the Chief Steward/Race Director may not have been aware of when initially completing the RFA. The Chief Steward/Race Director may alter the returned RFA as they deem necessary and resubmit it to the SOM."

4. #30644 (SCCA Staff) Update Figure 2 Driver Patches to include approved logotypes

In GCR, Section 9. Figure 2, replace with the following:

Figure 2 Official SCCA Logo



White patch/black letters

Item #3618
(4.5 x 1.75 Inches)



Black patch/white letters

Item #3619
(4.5 x 1.75 Inches)



Item #3632
(3.5 x 1.0 Inches)

SCCA patches for purchase are only available in the monochrome versions shown above. Variations of the SCCA approved logotype may be used in accordance to the logotype graphic standards found at www.scca.com/pages/logotype.

5. #30703 (SCCA Staff) Add Canadian Qualification Path for 21 Runoffs Sec3.7.4.A.1.a
In GCR, Section 3.7.4.A.1.a, add the following:

"SCCA will collect and distribute the fees to the SCCA Regions.

Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include:

- *The class(es) you intend to race in at the 2021 Runoffs*
- *A scanned copy of your foreign passport page that includes your name and photo.*

Canadian drivers utilizing this qualification 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."

T1

1. #29501 (Don Van Nortwick) Over Restrictions of Stock FP350S

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

"Serial number 1-51-cars-as-delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. 70mm flat plate restrictor. Lexan/poly windshield allowed +25 lbs. No other modifications permitted."

Taken Care Of

B-Spec

1. #30408 (Richard Root) Opposes recent rule change on flat restrictor plate

Thank you for your letter. We are increasing the tolerance on the restrictors in our class specific rule. The intention of this specific rule is to limit the development on restrictors in our class where even 1 hp is so important also, some vehicles in our class could not handle a larger restrictor AND the required spacer due to packaging under hood. Letter 30474 in current Fastrack changes the restrictor thickness.

HP

1. #30522 (Hayes Lewis) In Support of letter 30520

Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

2. #30534 (Jonathan Kinberg) Formal Endorsement of Letter # 30520

Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

3. #30549 (Vaughan Scott) Support for Letter #30520 - 2.0L ITB/ITC cars in HP

Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

4. #30550 (Hayes Lewis) Endorsement for letter 30549

Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

5. #30551 (Merritt Scott Collins) Support for letter #30520, 2.0L ITB/ITC cars in HP

Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

6. #30627 (Erick Zanner) Opposition to 2L cars in HP

Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

7. #30629 (Scott Rettich) Significant Opposition to 2L Cars in HP

Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

8. #30631 (G. Brian Metcalf) Opposed to Allowing 2L Cars in HP

Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

9. #30649 (Mike Ogren) VW Golf/Jetta MK3 into HP

Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

10. #30692 (Mike Cummings) Opposes 2 Liter cars in HP

Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

T1

1. #29904 (Clark Nunes) Request weight reduction

Thank you for your letter. Please see recent changes in letter #30443 in May 2021 Fastrack.

2. #30328 (Edgar Lau) Allowing Modifications to FP350S

Thank you for your letter. Please see letter #29501 in current Fastrack.

3. #30470 (Edgar Lau) Follow Up On Letter #30328 FP350 Modifications

Thank you for your letter. Please see letter #29501 in current Fastrack.

T2

1. #30000 (Scotty White) T2 S550 Mustang

Thank you for your letter. Recent changes have been made that adjust 2 Mustang spec lines in letter #29925 in current Fastrack.

2. #30179 (Andrew Aquilante) Further help to (16-) Camaro SS and (15-17) Mustang GT

Thank you for your letter. Recent changes have been made that adjust 2 Mustang spec lines in letter #29925 in current Fastrack.

What Do You Think

None.

RESUMES

1. #30689 (David Fiorelli) Resume for Super Tour Advisory Committee
Dave Fiorelli approved for addition to STAC.