

CLUB RACING BOARD MINUTES | December 7, 2021

The Club Racing Board met by teleconference on December 7, 2021. Participating were Peter Keane, Chairman; Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, Clay Turner 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. #30293 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 1

Thank you for your letter. A committee representative will be in touch with you regarding the Spec Mustang changes and how to apply them to American Sedan. After discussion with Roger Eagleton, author of letter, we feel the Alternate flywheel is not appropriate for the class and therefore a weight penalty is not required. Although we will be allowing the change to the final drive ratio. Alternate drive ratios are within the spirit of AS and therefore we feel that change covered in a following letter is appropriate.

2. #31461 (Daniel Richardson) Request to Classify the 2016 to 2018 Camaro

Thank you for your letter. The ASAC appreciates and encourages your input. Please continue to work directly with the ASAC to establish the modifications and procedures to classify the 6th generation Camaro for inclusion in American Sedan. The ASAC would like to add the vehicle in both the full preparation and limited preparation configuration for the 2023 season.

3. #31645 (Allison Palitz) Regional Classes Rules allowed in National Classes (SMG)

Thank you for your letter. The ASAC and the Touring committee will work together to ensure classified cars such as the SMG meet the intended national class philosophy they are intended to compete with. Please continue to communicate with the ASAC to help ensure the success of this Balance of performance.

B-Spec

1. #31147 (Josh Smith) Mazda 2 Swaybar End Links

Thank you for your letter. The BSAC feels the rules are written fine as is. Cars can be run with any (or all) of the parts in an OEM kit. Also, it is already legal to run without the front sway bar.

2. #31346 (Alex Ratcliffe) Request to tighten up and revise the rule book language

Thank you for your letter. The BSAC committee agrees with the intent to tighten up the language. Please submit specific requests and see the answer to letter 31359 in current Fastrack.

3. #31384 (Charles Davis) Define the Term

Thank you for your letter. Please see letter # 31359 in current Fastrack.

FA

1. #31717 (Samuel Voydanoff) Formula Atlantic survey 016 written as 014

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

P1

1. #31721 (Lee Alexander) In Support of Letter #31609

Thank you for your letter. Please see the response to letter #31609 in this Fastrack's Technical Bulletin.

P2

1. #31686 (Vaughan Scott) Response to Dec TB Rule Change on P2 Floor Aero

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

2. #31702 (Craig Farr) Response to Dec TB rule change on P2 floor aero

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

3. #31719 (MICHAEL DEVINS) Technical Bulletin - P2 Item 2

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

GCR

1. #31274 (Lee Alexander) What Do We Think About Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

2. #31290 (Michael Major) Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

3. #31356 (Derrick Ambrose) Protests at the end of the race

Thank you for your letter. We are forwarding your letter to the Staff and the Race Director for consideration when developing the 2022 Runoffs Supplemental Regulations.

4. #31378 (Michael Fox) Request to allow protests for compliance during post-race impound

Thank you for your letter. We are forwarding your letter to the CRB and the Race Director for consideration when developing the 2022 Runoffs Supplemental Regulations.

5. #31435 (Kevin Kloepfer) Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

6. #31436 (Terrance Jinks) Tire warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

7. #31547 (Dennis Andrade) Proposed Flat Towing Rule

Thank you for your letter. We are forwarding your comments on to the Emergency Service Specialty for clarification and inclusion in their operations manual.

General

1. #31630 (Bill Lamkin) Time to improve communication and procedure in Impound

Thank you for your letter and sharing your experience.

HP

1. #31639 (Vesa Silegren) Compliance Review Request

Thank you for your letter. The referenced rule by the letter writer adequately allows the modification being discussed.

2. #31798 (Mike Ogren) VW Golf/Jetta MK3 into HP

Thank you for your letter. It will be taken into consideration as the competitiveness of this car is monitored.

Prod General

1. #31613 (Daniel Snow) Alternate materials for

Thank you for your letter. The usage and definition of stock and replica components is adequate as written, as is the definition of grille and trim.

ST General

1. #31158 (Christopher Childs) Request alternate Miata hubs

Thank you for your letter. Front hub was submitted in the General Rules so that it applied to both STL and STU.

2. #31322 (Jose de Miguel) Air Intake for Throttle

Thank you for your letter. Please see response to letter # 31328 in current Fastrack.

3. #31646 (Eric Heinrich) Request for Intake Porting Clarification

Thank you for your letter. Please see letter # 31323 in current Fastrack.

4. #31710 (Greg Amy) Requesting Super Touring U

Thank you for your letter.

5. #31731 (Matt Blehm) Stop Eroding the Philosophy of the Class!

Thank you for your letter.

STU

1. #31328 (Axel Cabrera) Runoffs DSQ STU 3rd Place/ Throttle Body

Thank you for your letter. Please see letter # 31323 in current Fastrack.

2. #31471 (Raymond Philibert) Mazda 13B Bridge Port Throttle Body Request

Thank you for your letter. The rule currently allows any dual throttle bodies or auto type 2BBL with any dual wide manifold. Must run 42mm chokes.

3. #31720 (Dennis Fernandez) 10% weight reduction

Thank you for your letter.

4. #31722 (Darin Treakle) Opposes STU rules changes

Thank you for your letter.

5. #31735 (Robert Verenna) Rules Stability

Thank you for your letter.

T1

1. #30885 (Lack Leo) Request consideration E36 engine swap

Thank you for your letter. The 128i is not classified in T1. If you know the configuration of the car that you would like to run, please provide the committee with the appropriate VTS sheet.

T2

1. #30965 (George Biskup) Balance of Performance Favors Porsche by Wide Margin

Thank you for your letter. Data from the season and the Runoffs was analyzed after the season. Please see the suggested T2 BOP adjustments in letter 31480. If you would like to race the 2021 Mach 1, please complete the VTS sheets and submit them.

2. #31021 (Andler Klatzky) M235ir (Evo Package)

Thank you for your letter. Please see T2 Spec Lines for BMW M235iR (-2016), "(effective 01 March 2021: EVO package permitted +75 lbs.)"

3. #31493 (OSCAR HERNANDEZ) Porsche 996 Helper Springs and Spring Holders

Thank you for your letter. The word "allowed" does not mean "required". You do not have to run the helper spring or spring holder.

T2-T4

1. #31390 (John Weisberg) BMW E98 Z4

Thank you for your letter. The committee reached out to the letter writer. He was just fishing for info. We asked him to be more specific about his request. He seems to be considering a 2022 BRZ instead.

T4

1. #31687 (Tom Fowler) Unnecessary Changes

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see other letters from other competitors that requested changes.

2. #31688 (Colin Koehler) Support Dec Prelim Fastrack BOP

Thank you for your letter and support.

3. #31711 (Tim Myers) Re: T4 Mustang prelims and request for help.

Thank you for your letter. The T4 Mustang has had the most positive adjustments of any car in the class over the past 5 years. In that time period; the weight has been decreased by 75 lbs, wheel size and width increased to 18x8, the OE wheel requirement was removed (decreasing rotating mass), the spring allowance was improved, A/M shocks were allowed (including fully custom non-adjustable), LSD options were opened up, a cold Air intake was allowed and the 50mm flat plate restrictor was removed. We also allowed the Mustang GT brakes. The committee is continually trying to make this car competitive. We will continue to look at this car and we're considering future allowances.

4. #31715 (Kevin Fryer) Alternate Coolant Expansion Tank - 2006-2015 Mazda MX-5

Thank you for your letter. The component you are requesting is already permitted on all Touring cars. See - 9.1 9.2.3.a.2.

5. #31853 (Steven Lakey) RX8 Suspension

Thank you for your letter. The changes to the spec line were made because the old spring parts are no longer available. The new springs are readily available, affordable, and were requested by Mazda Motorsports. They are a stiffer spring than the old allowance, thus the weight adjustment. Springs like these commonly cost a few hundred dollars. The old sway bar (yours) is the basis for the measurements in the new spec line. New builds have the option to use a different set of bars. There is no change to the shock rule, but Mazda Motorsports plans to offer a shock kit specific to the T4 RX-8. This option conforms to the T4 shock rule that has been in place since for years.

Not Recommended

AS

1. #30296 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 4

Thank you for your letter. A committee representative will be in touch with you regarding the Spec Mustang changes and how to apply them to American Sedan. The requested rule change is not recommended for implementation due to the significant reduction of the flywheel mass. The recommended flywheel would be lighter than any other flywheel currently allowed within the class.

2. #30882 (Nathan McBride) Request Pontiac GTO cold air intake

Thank you for your letter. At this point the CRB is not in favor of modifying the induction system for the GTO. The requested change was discussed again by the ASAC and was considered not in the spirit of restricted preparation. The ASAC would like to continue to work with competitors running the GTO to ensure the competitiveness of the vehicle.

3. #31194 (Drew Cattell) Correct weight / tire mistake in GCR

Thank you for your letter. In order to simplify the rules, a single weight specification was implemented. No changes are needed at this time.

4. #31234 (Pamela Richardson) Engine Blocks for Ford and GM Full Preparation Cars

Thank you for your letter. The ASAC, which includes members from GM engineering, feel the supply of engine blocks will improve as soon as supply chain improvements occur. Although current limited availability is difficult, introduction of additional alternatives would be too significant for the class.

FC

1. #31756 (Steve Thomson) Allow USF2000 cars in FC per FRP rules

Thank you for your letter. The Club Racing Board does not recommend this change. Introduction of the MZR-powered USF2000 cars would serve to reopen the debate about balance of performance issues in FC, which would likely result in a decrease in participation in the class. In addition, USF2000 cars are an integral part of the FX class. During the 2021 U.S. Majors season USF2000 cars accounted for approximately 20% of the entries in FX, and the class would have been unable to achieve an average of 4.0 cars per event without their participation.

GCR

1. #31544 (Don Walsh) Fuel Testing of Pre-mix Fuel

Thank you for your letter. Current rule is appropriate as written. There are other two-stroke fuel additives on the market that do not impact the fuel dielectric reading as significantly as the product you are using does.

2. #31631 (Christopher Childs) Adoption of FIA Flagging Rules.

Thank you for your letter. The current flag rules were developed over decades of SCCA road racing experience with varying corner staffing and varied track layouts. The use of FIA flag rules, specifically the green flag following a yellow flag requirement would mean very large yellow flag no passing zones due to minimal staffing and the distances between turn stations at some tracks. Additionally, FIA flag rules have no provision for stopping all race cars on track immediately like our Red Flag rule does for safety. The FIA Red Flag is the equivalent of our Black Flag All rule.

General

1. #31601 (DANIEL SNOW) Installation Lap

Thank you for your letter. Time in the schedule generally will not allow for the extra lap.

GT2

1. #31452 (William Moore) GT2 Trans Am TA2 Weight Reduction to 2830 lbs.

Thank you for your letter. The CRB does not feel that this requested weight reduction is justified. We will continue to collect data.

EP

1. #30996 (Tim Schreyer) Request Weight Reduction for 84-91 BMW 325is

Thank you for your letter. Please see response to letter #31858, where several other changes were made in EP in an effort to improve the competition balance of the class. Due to those changes, this additional requested change is not recommended at this time, as the results of these changes needs to be seen.

2. #31739 (Rich Walke) Weight Reduction Request for Austin-Healey 3000

Thank you for your letter. In order to properly determine if a performance related competition adjustment is warranted for this vehicle, the PAC needs to see it adequately built and campaigned towards the limit of the Production ruleset.

FP

1. #31600 (DANIEL SNOW) FP Fiat X19 Competition Adjustment

Thank you for your letter. A positive competition judgement was given to this vehicle earlier in 2021, and making another so soon afterwards is not recommended at this time. Please continue to campaign and develop the car, before additional adjustments will be considered.

HP

1. #31484 (Darryl Pritchett) Request to move FP Dodge Neon (95-99) SOHC from FP to HP

Thank you for your letter, but this request is not recommended. The Neon engines are modern, 16-valve, cross-flow, over-head-cam engines, unlike the other 2.0L cars that were added to HP earlier in 2021. Its performance capability belongs in FP. Adjustments to the Neon's spec lines in FP could be considered, with on-track results and data to better show their competition potential.

2. #31602 (DANIEL SNOW) Fiat X19 Intake Manifold

Thank you for your letter. This allowance is not recommended. Please note that other adjustments were made to this car in letter #31653 in current Fastrack.

3. #31658 (STEVE STRICKLAND) Please Consider Classifying the 1999-2000 Mazda Protege in HP

Thank you for your letter, but this vehicle is not recommended for HP. Its engine is comparable to the other Protege's that are already in FP, and it is believed it would gain too much when built to Prep 2 Prod rules, to fit into HP at a reasonable weight for the class. It could be considered for FP, if requested.

Prod General

1. #31542 (Mike Ogren) 100 Tread Wear Weight Allowance.

Thank you for your letter, but this is not recommended. Trying to balance the potential of different tires through weight breaks would be a difficult and unrealistic exercise, with constantly moving targets. It would also create an even bigger disparity in how different cars achieve their lap times. Competitors are free to use whatever tires they'd like, but their competitiveness cannot be guaranteed.

SM

1. #31258 (Ralph Provitz) Front Hubs

Thank you for your letter. Opening up front hubs could create an arms race of hub designs and materials choices driving up the cost of racing. At this time there only appears to be one hub that would meet the requirements of your request and that hub would cost the racers roughly \$1,400.00 which we do not feel is good for the overall community.

ST General

1. #31712 (Oscar Jackson) Remove Engine Manufacturer Match Requirement

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

2. #31713 (Oscar Jackson) Additional to #31712

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

STL

1. #31157 (PABLO GASTALDI) Dry Sump in STL

Thank you for your letter. Dry Sumps are legal in STU. The STAC and CRB does not feel Dry Sumps should be included in STL at this time.

2. #31188 (Paul McNamara) Sr20DE Reclassification Request

Thank you for your letter. Please see 9.1.4.G.2. which provides a very specific list of information (VTS, shop manual etc) which must be provided to request a non USDM engine for consideration.

3. #31541 (Austin Hilliard) Wheel Width Allowance

Thank you for your letter. In the interest of class stability, your request is not recommended.

4. #31648 (Eric Heinrich) Approve BMW N45B20 2.0L 11:1 Non-USDM Engine for STL

Thank you for your letter. Please see 9.1.4.G.2. which provides a very specific list of information (VTS, shop manual etc) which must be provided to request a non USDM engine for consideration.

STU

1. #31470 (Scott Peterson) Request for Elimination of 9.1.4.E.6. for STU

Thank you for your letter. Your request is against class philosophy.

2. #31650 (Eric Heinrich) Request to Remove 9 Inch Wheels

Thank you for your letter. In the interest of class stability, your request is not recommended.

3. #31704 (John Weisberg) Throttle Body Inlet Equality

Thank you for your letter. Not recommended at this time.

T1

1. #31304 (Eric Rockwell) AUDI TCR in T1 or T2 Classes

Thank you for your letter. TCR cars have been classed in GT3. See info in the 12/2021 GCR on page 360.

T2

1. #31492 (OSCAR HERNANDEZ) Porsche 996 weight reduction request for 3.4l and 3.6l in T2

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

2. #31494 (OSCAR HERNANDEZ) Porsche 996 Weight Reduction Request for 3.4l and 3.6l in T2

Thank you for your change. The performance adjustments published are the result of thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

3. #31511 (Ryan Upham) Request older chassis aero BOP

Thank you for your letter. The TAC does not support adding a wing or aero allowances to any T2 cars. The allowance on the 996 is grandfathered, since it has been on the car in T2 for a very long time to allow this car to continue to compete. The E46 doesn't need an aero allowance to be competitive.

T2-T4

1. #31506 (Jason Ott) Request to remove camber maximum requirement

Thank you for your letter. The current BOP is very close. This change will throw that off. Some cars can achieve camber and others are very limited. 3.5 degrees is attainable by most cars under the current bushing and top hat rules.

2. #31701 (Roldan de Guzman) T4 Rule Change Proposals

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see some recent changes in the GCR that include some of your requests.

T3

1. #31532 (Griffin Gamcsik-Uly) Please Adjust Max Tire Size for BMW 330i/Ci (01-06)

Thank you for your letter. The 330 and Spec E46 have been closely monitored and their current configuration is the basis for the BOP of the cars.

2. #31533 (Griffin Gamcsik-Uly) Request VRSF 5

Thank you for your letter. The Committee has not seen either of these cars on the track. Please bring one of them out so we can collect data prior to making a change.

3. #31534 (Griffin Gamcsik-Uly) Request Aftermarket Cold Air Intake Allowance for 96-00 E36 M3

Thank you for your letter. Recent data shows that the E36 M3 is competitive as classed.

4. #31625 (Richard Kulach) Spring Update Request for 370Z Nissan

Thank you for your letter. This change isn't recommended at this time.

5. #31634 (Derek Chan) 350z DE / HR - Front Camber Arm

Thank you for your letter. Recent changes were made to allow the SPC front adjustable arms, which are available.

6. #31714 (Skylar McKnight) 1995 E36 M3 Classification Request

Thank you for your letter. The 1995 has a smaller displacement than the 1996. The spec line that you're referring to actually exists to allow a BMWCCA class in our T3 class. It isn't a spec line that we can alter. That said, the 1995 is too old to be added to the Touring category. Many of these cars find a home in STU or one of the IT classes.

7. #31778 (Luis Goncalves) BRZ/FRS/86 Down on Power

Thank you for your letter. Although your suggestion would help the platform make power, it is not within the scope of the Touring classes. Additionally, such a change would create a situation where every driver using that spec line would need to convert to E85 to be competitive. Recent changes were made to the class that should slow down leaders.

T4

1. #30979 (CHRISTOPHER WINDSOR) Request for Durability suggestion

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

2. #31566 (Tony Roma) Allow Chevrolet Cobalt SS caliper like in T2 and T3 for Solstices

Thank you for your letter. We do not suggest allowing Brembo calipers in T4, especially if they were not OE to the car.

3. #31675 (Luis Goncalves) BRZ/FRS/86 Suspension

Thank you for your letter. The BRZ/FRS/86 has been closely monitored and it's current configuration is the basis for the BOP of the car.

4. #31689 (Colin Koehler) BOP request for the 13-16 FRS/BRZ

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Wider wheels would save on tire wear, but it would increase the speed of the car, throwing off the well established BOP.

5. #31690 (Colin Koehler) T4 Rules Change Proposal

Thank you for your letter. Camber- The current BOP is very close. This change will throw that off. Some cars can achieve camber and others are very limited. 3.5 degrees is attainable by most cars under the current bushing and top hat rules.

Adjustable shocks- It is true that some people will arrive at the track with 3 sets of non-adjustable shocks and they'll choose the best option. If single adjustable shocks were allowed, you'd move the problem upward. The same guy would arrive with 3 options with different rebound valving. The TAC feels that single adjustable shocks wouldn't help.

Oil pans- Recent changes were made to allow alternate oil pans, or modifications.

6. #31691 (Colin Koehler) BOP for 2013-2016 FRS BRZ

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Wider wheels would save on tire wear, but it would increase the speed of the car, throwing off the well established BOP.

7. #31692 (JJ Servis) Reconsider B14 Allowance

Thank you for your letter. The BRZ/FRS/86 has been closely monitored and its current configuration is the basis for the BOP of the car.

8. #31700 (Richard Delamare) BOP Request for FRS/BRZ in T4

Thank you for your letter. The current camber limit exists because it can be achieved by most of the cars in the class using the allowances in the category rules.

9. #31716 (Marc Cefalo) Reduce Weight of T4 06-15 Model Year MX5 Back to 2650

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

10. #31801 (David Mead) RX8 Suspension Upgrade

Thank you for your letter. The change to the spring allowance was made at the request of Mazda Motorsports because of availability issues. The sway bar allowance does not favor the Mazda Motorsports parts, but allows them to supply them.

11. #31808 (Chris Windsor) Please reanalyze MX-5 Weight

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

12. #31810 (Eddie Keturakis) Reconsider weight penalties for MX-5 typical upgrades

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

13. #31811 (Jeffrey Liller) Opposes MX-5 Weight

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

14. #31815 (Eddie Keturakis) Tire Expense

Thank you for your letter. It is not the position of the Touring Committee to tell you which DOT tires to use.

15. #31817 (Eddie Keturakis) Reconsider Weight Penalties for MX-5 mods

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

16. #31819 (Tom Fowler) T4 Penalized

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

17. #31838 (Steve Bertok) MX-5 Weight Penalty

NR: Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see some recent changes in the GCR that include some of your requests. The car that did claim the pole position was also adjusted with weight.

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. #30294 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 2
Effective 03/01/2022 In SMG, Appendix M.2.j.1. Stock transmissions, make changes as follows:
"5 speed to run with ~~3.73~~ **3.90** ratio rear end. *Manufacture Motive Gear, PN F888390.*"

2. #31848 (American Sedan Committee) Rear coil over option for all vehicles
Effective 03/01/2022 In GCR, Section 9.1.6.D.4.b.1., change as follows:
"Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. *Front suspension* €coil over springs and shocks are prohibited, unless fitted as original equipment. *Rear spring relocation to the shock is permitted.*"

Effective 03/01/2022 In AS Spec Lines, Ford Mustang GT 5.0l (15-17) Restricted Preparation, change Notes as follows:
"~~Rear spring relocation to the shock is permitted.~~"

3. #31849 (American Sedan Committee) Wheel rim width increase and commonality
Effective 03/01/2022 In GCR, Section 9.1.6.D.6.a.2., change as follows:
"~~Maximum wheel width is 8 inches.~~ *Maximum wheel width is restricted based on the following:*
Vehicles with max tire size of 275mm, max rim width is 10 inches
Vehicles with max tire size of 295mm, max rim width is 11 inches
Vehicles with max tire size of 315mm, max rim width is 12 inches
Vehicles with max tire size of 335mm, max rim width is 13 inches
uUnless indicated within the vehicle specification line.

Effective 03/01/2022 In AS Spec Lines, change Notes as follows:
Cadillac 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: "~~Max. Wheel Size: 18 x 9.5~~ *Dia. 18.0 inches*"

Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder: "~~Max. Wheel Size: 17 x 9.~~"

Chevrolet Camaro (10-15): "~~Max wheel size 20 X 10.~~ *Dia, 20.0 inches*"

Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder: "~~Max. Wheel Size 18 X 12.~~ *Dia. 20.0 inches*"

Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor: "~~Max. Wheel Size: 17 x 9.~~"

Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor: "~~Max. Wheel Size: 17 x 9.~~"

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: "~~Max. Wheel Size: 18 X 10.~~ *Dia. 18.0 inches*"

Ford Mustang GT 5.0l (15-17) Restricted Preparation: "~~Max. Wheel Size: 18 X 10.~~ *Dia. 18.0 inches*"

Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder: "~~Max. Wheel Size: 17 x 9.5.~~"

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

4. #31850 (American Sedan Committee) Move from tire exclusion list to tire inclusion list

Effective 04/01/2022 In GCR, Section 9.1.6.D.6.b.4., change as follows:

"American Sedans may not compete or qualify on Hoosier A7 compound tires effective 06/15/2021. *American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:*

BFGoodrich R1 & R1S

Goodyear DOT radial DOT R or W compound

Hankook Ventus Z214 C51/Medium

Hoosier R7 or R6 or HWET

Kumho Ecsta V700

Nitto NT101

Toyo R888, Toyo Proxes RA1, or Proxes RR

Yokohama A048

Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.

The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate from this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications.

Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence."

B-Spec

1. #31359 (Stephen Blethen) Request stock OEM parts

Effective 03/01/2022 In GCR, Section 9.1.10.E.27., change as follows:

~~"OEM or exact replacement catalysts are permitted. Any part of the exhaust system beyond the primary catalytic converter(s) may be replaced provided: Only OE catalyst are permitted. The exhaust system downstream of the primary catalyst may be replaced provided:"~~

GCR

1. #30855 (James Devenport) Request use of tire warmers

Effective 03/01/2022 In GCR 9.3.46., TIRE WARMERS, change as follows:

~~"Pre-heating of tires prior to competition by electrically heated covers or similar means is prohibited on the grid."~~

3. #31166 (Robey Clark) 7.4.1.D Penalties (FE, SRF)

Effective 03/01/2022 In GCR section 7.4.D, make changes as follows:

~~"FE/FE2: see 9.1.1.1.192.T.~~

~~SRF/SRF3: see 9.1.8.E.T."~~

General

1. #31697 (SCCA Staff) Clarify the definition of OEM and it's derivatives

Effective 03/01/2022 In Appendix F., add definitions as follows:

*"Throughout the GCR a part may be described as **OE, OEM, After Market, or Performance Alternative** rather than being described by its specific dimensions, capacities, or other by other technical criteria. The definition for these standards, **OE, OEM, After Market, or Performance Alternative**, are included in the GCR Technical Glossary. These definitions will control unless the subject part is more particularly described within the class or car specific rules or is specifically accepted in the GCR. The protocol for determining whether a part meets the required standard will be as follows:*

OE – The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement. OE parts may be manufactured by different suppliers. An OE part may bear the original vehicle manufacturer’s name, logo, part number or other identifier that can be used for purposes of verification. Verification may also be achieved by means of the vehicle manufacturer’s repair manual or other official documentation.

OEM- The described part is manufactured by the same company that produced the part for the original vehicle manufacturer. The OEM part will be identical to the OE part other than in its markings. To be labeled or considered as an OEM part it must be of the same design as the OE part regardless of its origin. It may be compared against a known OE part (keeping in mind that there may be more than one OE supplier to a vehicle manufacturer) or other documentation from the original vehicle manufacturer.

After Market – These parts are usually copied from an OE part but are likely not produced by the same manufacturer. The part may not be identical, but it should offer no distinct advantage over the OE or OEM part other than perhaps a lower price point. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as “After Market”.

Performance Alternative-These parts are marketed or described by the manufacturer as offering an “upgrade” or performance advantage over the OE, OEM, and After Market parts that they replace. The advantage may be in any area including, but not limited to, increased power, mileage, and durability. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as “Performance Alternative”.

If during inspection the technical steward cannot readily determine whether a part meets the required definition (OE/OEM/After Market or Performance Alternative) the matter shall be referred to the CRB for a determination.

Competitors are encouraged to utilize the Compliance Review Process described in GCR Rule 8.1.4 to resolve ambiguities in advance of competition."

GTX

1. #31948 (Club Racing Board) Prototypes added to GTX

In GTX, Section 9.1.2.H., add Prototypes as follows:

9.1.2.H. GTX CATEGORY SPECIFICATIONS

“A. Purpose and Philosophy

The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

The GTX class will have annual balance of performance (BOP) changes. Weights may be adjusted, or cars may be subject to changes in intake restrictors to meet periodic professional series changes. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the GTX category:

1. FIA GT3:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.

- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those specifications.
- See GTX spec line for eligible FIA GT3 cars.

2. SRO GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the SRO GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their SRO GT4 specifications must adhere to those specifications.
- See GTX spec line for eligible SRO GT4 cars.

3. TCR:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See GTX spec line for eligible TCR cars.

4. GTX Tube Frame:

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

5. GTX Grand Am Tube Frame:

- GTX Grand Am tube frame cars will consist of fuel injected tube frame cars classified in the Grand Am Road Racing series from 2007-2013. GTX Grand Am tube frame cars must provide their Grand Am rule set and specifications.

6. Daytona Prototype Gen # 1 (2003-2007):

7. Daytona Prototype Gen # 2 (2008-2011):

8. Daytona Prototype Gen # 3 (2012-2016):

9. Daytona Prototype International (2017-):

10. IMSA GTP (1994-1998):

- *IMSA Camel Light (1985-1993)*

11. Le Mans Prototype

- *Le Mans Prototype 1 (1999-2013)*
- *Le Mans Prototype 2 (1999-Present)*
- *Le Mans Prototype 3 (2017-Present)*
- *Le Mans Prototype Challenge (2009-2018)*

12. World Sports Car (1994-1998)

13. Vehicles listed in Table 4 below

C. Bodywork

1. FIA or TCR standard bodywork must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype standard bodywork must comply with their associated specifications.*

D. Aerodynamic Devices

1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.

3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype aerodynamic devices must comply with their associated specifications.*

E. Interiors

1. FIA or TCR interiors must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype interiors must comply with their associated specifications.*

F. Chassis

1. FIA or TCR chassis must comply with their associated specifications.
2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
5. *Prototype chassis must comply with their associated specifications.*

G. Engine

1. FIA or TCR engines must comply with their associated specifications.
2. FIA GT3 cars must compete with the listed restriction in the specification lines.
3. SRO GT4 cars are permitted to compete without restriction.
4. TCR cars are permitted to compete with 100% engine management.
5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted.
Engine Management is unrestricted.
362 cubic inch engines include:
 - Chevrolet R07
 - Ford FR9
 - Dodge R6
 - Toyota Phase 11
6. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
7. *Prototype engines specifications are open.*

H. Cooling System

1. FIA or TCR cooling systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. GTX tube frame cars may install fuel injection system, maximum throttle body size 90mm.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
5. *Prototype fueling, piping and fuel tanks must comply with their associated specifications.*

J. Oil System

1. FIA or TCR oil systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

K. Exhaust System

1. FIA or TCR exhaust systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype exhaust systems must comply with their associated specifications.*

L. Electrical

1. FIA or TCR electrical systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype electrical systems specifications are open.*

M. Drivetrain

1. FIA or TCR drivetrains must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype electrical systems specifications are open.*

N. Suspension and Steering

1. FIA or TCR suspension and steering must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
7. *Prototype suspension and steering must comply with their associated specifications.*

O. Brakes

1. FIA or TCR brakes must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, except brake calipers and rotors do not have a size limit.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype brakes specifications are open.*

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.
2. FIA or TCR wheels must comply with their associated specifications.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, wheels may be increased to 12.5" front and 13" rear.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

5. *Prototype wheels must comply with their associated specifications.*

Table 4					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
<i>Radical</i>	<i>SR8</i>	<i>RPE 2.7L V8</i>	<i>NA</i>	<i>1775</i>	
<i>Radical</i>	<i>SR10</i>	<i>Ford Ecoboost 2.3L High Output 4 cyl. Turbo</i>	<i>NA</i>	<i>1825</i>	
<i>Radical</i>	<i>RXC Spyder</i>	<i>Ford Ecoboost 3.5L V6 Turbo / RPE 2.7L V8</i>	<i>NA</i>	<i>2400</i>	
<i>Radical</i>	<i>RXC 600R</i>	<i>Ford Ecoboost 3.5L V6 Turbo</i>	<i>NA</i>	<i>2675</i>	
<i>Revolution</i>	<i>A-One</i>	<i>Ford 3.7L V6</i>	<i>NA</i>	<i>1925</i>	
<i>Superlite</i>	<i>Aero</i>	<i>Sealed Katech GMLS3 6.2L V8</i>	<i>NA</i>	<i>2180</i>	
<i>Superlite</i>	<i>SL-C</i>	<i>GM LS7 7.2L V8</i>	<i>NA</i>	<i>2625</i>	<i>Must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads</i>

STU

1. #31397 (Mark Liller) Traction Control Resubmission
Effective 03/01/2022 In GCR, Section 9.1.4.G.10. change as follows:
"Engine calibration (spark and fuel) *including Traction Control* is free."

2. #31441 (John Weisberg) Electric Assist Steering
Effective 03/01/2022 In GCR, Section 9.1.4.16.e, add as follows:
"*An OEM hydraulic-assisted steering system may be used.*"

T2

1. #31028 (Gary Rose) Rules Change Request - T2 Ford Mustang 5.0l '11-'14
Effective 03/01/2022 In T2-T4, GCR section 9.1.9.2.D.1.e. Block, make changes as follows:
"*2. The production engine block/crankcase may be substituted with another OE engine block regardless of generation and/or date of manufacture. The replacement engine block must be of the same material, and have the same, bore, stroke, and deck height as the block supplied in the car of the specific spec line. Aftermarket blocks are prohibited.*"

T2-T4

1. #31564 (Touring Committee) 2-piece rotors
Effective 03/01/2022 In T2-T4 Spec Lines, Section 9.1.9.2.D.6.a.6, add the following:
"*In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter.*"

2. #31654 (Touring Committee) Refine Intercooler wording

Effective 03/01/2022 In GCR, Section 9.1.9.2.D.1.i., add the following:

"10. Intercoolers- If an alternative intercooler is allowed on a vehicle's spec line, it must conform to the following: It must fit in the original location. It must require no body or structural modifications to install. No new openings may be created to direct air to the intercooler.

If an intercooler is allowed, the appropriate hoses to attach it are also permitted provided that they serve no other purpose than the OE hoses."

3. #31836 (Touring Committee) relocate oil filter

Effective 03/01/2022 In GCR, Section 9.1.9.2.D.1.f., add the following:

"6. Relocating the oil filter within the engine bay is permitted."

T3

1. #30528 (Allen Briere) 06-10 Volkswagen GTI, Rear Spring Relocation to Shock

Effective 03/01/2022 In GCR section 9.1.9.2.D.5.b.2., Springs, Anti-Roll bar(s), and Shock Absorbers, add section as follows"

"e. Cars with inboard rear springs are permitted to relocate the spring to the shock."

Taken Care Of

B-Spec

1. #30943 (James Rogerson) Request to Add Alternate Automatic to 07-08 Fit

Thank you for your letter. Please see letter # 30853 in current Fastrack.

FV

1. #31709 (Mark Richardson) Letter 31522: Follow Up for Rule Change Request 9.1.1.(FV) 5.C.6

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #31448 in the December 2021 Fastrack Technical Bulletin.

2. #31864 (Stevan Davis) FV & FC (or ANY other winged formula class)

Thank you for your letter. Topic has been forwarded to the Executive Stewards committee.

General

1. #31332 (Jesse Prather) Runoffs Tech

Thank you for your letter and sharing your experience.

EP

1. #31740 (Rich Walke) Alternate Carburetion for Austin-Healey 3000

Thank you for your letter. Please see response to letter #31739 in current Fastrack.

HP

1. #31398 (Bobby Beyer) Slow Down the Spitfires

Thank you for your letter. Please see response to letter #31182 in current Fastrack.

2. #31603 (Daniel Snow) LPHP Fiat X19 Competition Adjustment

Thank you for your letter. Please see response to letter #31653 in current Fastrack. No other changes to these classifications will be made at this time.

3. #31604 (Daniel Snow) Fiat X19 HP L1 Competition Adjustments

Thank you for your letter. Please see response to letter #31653 in current Fastrack. No other changes to this classification will be made at this time.

4. #31655 (Larry Svaton) Support for 31653

Thank you for your letter. Please see response to letter #31653 in current Fastrack.

5. #31666 (Lee Fleming) 1500 Midget LP Engine acceptance

Thank you for your letter. Please see response to letter #31665.

6. #31797 (Mike Ogren) Request for 4% weight reduction with 100TW tires in HP

Thank you for your letter. Please see response to letter #31542 in current Fastrack.

Prod General

1. #27693 (Brett Whisenant) Correcting/Standardizing the Prod Measurement Charts

Thank you for your letter. In late 2020 the PAC requested that SCCA's Technical Services go through all of the Production spec lines and standardize how the specs are presented. They should be uniform to what is shown in the column headers, so that where applicable, they are presented in both units, with metric being shown first and English being shown second in parenthesis.

This process has now been completed, and the updated formatting will be present in the 2021 December GCR. As this was a lengthy process of manually inputting these values by hand, it is requested that each competitor verify that the content of their spec line still appears to be accurate, and provide feedback if any discrepancies are found.

T3

1. #30857 (Derek Chan) Request Scion FR-S/ Toyota 86/ Subaru BRZ (13-21) - BOP

Thank you for your letter. Please see letter # 30818 in current Fastrack.

2. #31110 (Ryan Szyjakowski) BMW 330i Rear Spring on Shock

Thank you for your letter. Please see letter # 30528 in current Fastrack.

3. #31457 (Ryan Szyjakowski) BMW e46 330i Spring Allowance

Thank you for your letter. Please see letter #31481 in current Fastrack.

4. #31483 (Darryl Pritchett) Request to help BoP of Ford Mustang V6 (11-14)

Thank you for your letter. Please see letter # 31481 in current Fastrack.

5. #31487 (James Leithauser) T3 Ford Mustang Ecoboost

Thank you for your letter. Please see letter #31481 in current Fastrack.

6. #31488 (Jason Ott) BMW Z4m Spring Request

Thank you for your letter. Please see letter #31481 in current Fastrack.

7. #31503 (Jason Ott) 370z Weight

Thank you for your letter. Please see letter #31481 in current Fastrack.

8. #31555 (Ben Slechta) Nissan 350Z HR Weight/Restrictor Plate Change

Thank you for your letter. Please see letter #31481 in current Fastrack.

9. #31633 (Derek Chan) 350z BOP for 2022 Season

Thank you for your letter. Please see letter #31481 in current Fastrack.

10. #31636 (James Berlin) Parity and Issues 350Z

Thank you for your letter. Please see letter #31481 in current Fastrack.

11. #31652 (Nicolas Hammann) Honda S2000 T3 - Car Classification

Thank you for your letter. Please see letter #31481 in current Fastrack.

12. #31705 (Ben Slechta) Nissan 350Z BoP

Thank you for your letter. Please see letter #31481 in current Fastrack.

13. #31730 (Breton Williams) Turbo Mustang

Thank you for your letter. Please see letter # 31481 in current Fastrack.

14. #31789 (Griffin Gamcsik-Uly) Request to Classify 2006 - 2008 BMW Z4M Coupe

Thank you for your letter. Please see letter # 31371 in December 2021 Fastrack.

T4

1. #30561 (Scotty B White) Request relocation of springs T4 mustang

Thank you for your letter. See letter #30528 in current Fastrack.

What Do You Think

None.

RESUMES

GCR

1. #31043 (Lauri Burkons) Resume in Application for GCR Committee

Lauri Burkons has been added to the GCR Committee.

2. #31185 (Richard Muise) GCR Committee Resume: Richard Muise

Thank you for your resume; it will be retained by the GCR Advisory Committee. We encourage you to continue your involvement with SCCA Club Racing events.

DATE: December 20, 2021

NUMBER: TB 22-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2022. 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. #30295 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 3

In SMG, Appendix M. 2. k. 7., make changes as follows:

"Long Tube Headers: Borla PN 17237 with x-pipe (*discontinued*). *Approved alternative American Racing Header PN: MT3-05134300LSNC with x-pipe OR Kooks Header PN: 11312000 with Off-road x-pipe.*"

2. #31846 (American Sedan Committee) specification line consolidation and correction

In AS Spec Lines, remove Mercury Capri (79-86) individual spec line.

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

"Ford Mustang Incl. Cobra & Cobra R (79-93) *and Mercury Capri (79-86)*"

3. #31847 (American Sedan Committee) correction of SMG specification line

In AS Spec Lines, Spec Mustang (SMG) Restricted Prep., change as follows:

Gear Ratios: ~~3.73~~

Brakes: ~~(F) 355 (R) 300~~

4. #31851 (American Sedan Committee) Alternate cylinder heads for full prep engine builds - Evaluation

In AS Spec Lines, change Notes as follows:

Chevrolet/Pontiac Camaro & Firebird (82-92): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Chevrolet/Pontiac Camaro & Firebird (93-02): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Chevrolet Camaro (10-15): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Ford Mustang Incl. Cobra & Cobra R (79-93): "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

Ford Mustang Including Cobra 94-04: "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

Ford Mustang GT (05- 14): "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

B-Spec

1. #30853 (James Rogerson) Request to add 2007-2008 Honda Fit

In B-Spec Spec Lines, classify Honda Fit (2007-2008) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
2007-08 Honda Fit (automatic)	73.0 x 89.4 1499	2450	2.99, 1.68, 1.07, 0.76, 0.55	4.56	Fr: 10.3 disk, rear 7.9 drum	2525	Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1061.

Electric Vehicle

None.

Formula/Sports Racing

F

1. #31763 (Formula/Sports Racing Committee) E&O Appendix G

In Appendix G.1, make changes as follows:

$$\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$$

Engine displacement = Cylinder volume times number of cylinders

$$\frac{\text{Compression ratio} = V1 + V2}{V2}$$

Where V1 is total volume of one cylinder:
sum of swept plus unswept volumes.

V2 is enclosed volume existing in a cylinder/cylinder head
with the piston at its closest approach to the cylinder head.

~~Engine displacement = Cylinder volume times number of cylinders~~

$$\frac{\text{Compression ratio} = V1 + V2}{V2}$$

~~Where V1 is total volume of one cylinder~~

~~V2 is volume of space above piston at top of stroke"~~

F5

1. #31638 (Glen Thielke) Data Box Mounting Plate

In F5, GCR section 9.1.1.D, add a new section as follows:

"19. All F5 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase."

FC

1. #31867 (Formula/Sports Racing Committee) Clean up Chassis/Frame section

In FC, GCR section 9.1.1.B.3.e, add the following:

"The area between the upper and lower main frame tubes from the front instrument/dash roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by at least one of the following methods to prevent the intrusion of objects into the cockpit. Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations. *No other exterior panels (except for bodywork) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead. These panels may also serve as body in the described area.*"

In FC, GCR section 9.1.1.B.3, change as follows and re-letter the following sections accordingly:

~~"f. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead. Suspension components shall not be mounted directly to any frame exterior panel (including, but not limited to, body and anti-intrusion panels). The chassis must be capable of rolling without any such frame-exterior panels installed. The engine, bell housing/oil tank, and gearbox are exempt from this limitation.~~

g. No panels or other components other than the required and optional load bearing panels may be attached to the chassis for structural purposes, except that the engine, bell housing/oil tank, and gearbox are permitted to be stressed and/or load bearing.

~~**g.h.** A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. Forward facing ducts may be installed to delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver."~~

FV

1. #31843 (Formula/Sports Racing Committee) Update direct replacement connecting rod information

In FV, GCR section 9.1.1.C.5.C.6, change as follows:

"Crower part #SP93280B and ~~Brian Crower Racing Rods~~ **Brian Crower, Inc.** part #TBD **BC6417** are allowed as direct replacement connecting rods but must meet the same minimum weight requirement as the OEM part."

P1

1. #31609 (Jason Miller) Displacement & Weight Change Request for 2-Cycle 6 Cylinder

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

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
A	2 cycle	1470 1725	NA	43 40 mm Restricted Venturi Size	1300 1275	Carburetor induction only. One carburetor per cylinder. Balance tubes not allowed.

P2

1. #31783 (Formula/Sports Racing Committee) E&O letter #31539 – Control Area definition

In P2, GCR section 9.1.8.D.E, change as follows:

"This "Control Area" is located within the plan view rectangular area defined by the rear edge of the front tires, the front edge of the rear tires, and the entire width of the car's lower surface facing the ground, ~~which includes but is not limited to the floor and any extensions of the floor or aerodynamic attachments to the floor, whether fastened to the bottom or top side of the floor. Vertical structures such as "turning vanes" or "fins" that are attached to the car anywhere within the "Control Area" to enhance aerodynamics are prohibited.~~

GCR

GCR

1. #31852 (Club Racing Board) Letter for Discussion 9.3.45. TIRES

In GCR, Section 9.3.45., change as follows:

"Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec and Touring categories, any U rated, or better, **DOT** approved tire is required. Re-grooving of DOT tires by any method once the tire has left the manufacturer is not permitted. **Grooving or re-grooving of non-DOT tires is permitted. Recapped tires are not allowed in any class.** Tire size is unrestricted unless otherwise stated **in class specific rules.** The only modifications allowed to **DOT** tires are having treads "shaved" or "trued."

General

General

1. #31708 (SCCA Road Racing) Major/Super Tour/Runoffs License Eligibility Change

In GCR section 3.1.1.B Driver Eligibility, make changes as follows:

"Only drivers who hold an SCCA Full Competition License ~~or an SCCA Pro License~~ are eligible to enter."

In GCR section 3.7.4.A.4 Additional Requirements, make changes as follows:

"The driver must hold a current SCCA Full Competition License ~~or an SCCA Pro License.~~"

2. #31891 (Club Racing Board) Add to Appendix F. Technical Glossary

In GCR, Section Appendix F. Technical Glossary, add the following:

"TBR - Throttle Body Restrictor - All throttle body (TBR) restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick. The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed. It must be mounted directly in front of the inlet (primary) side of the throttle body."

Grand Touring

GT2

1. #31451 (Marvin Epps) Restrictor Clarification for 2015 Cayman

In GT2-ST Spec Lines, Porsche Cayman (05-15), change Notes as follows:

"4.0L 70mm ~~Flat Plate Restrictor~~ **Throttle Body Restrictor (TBR)** @ 2700lbs. No variable valve timing and no direct injection. 4.2 70mm ~~flat plate restrictor~~ **Throttle Body Restrictor (TBR)** @ 2700 lbs."

Improved Touring

None.

Legends Car

None.

Production

1. #31478 (Hayes Flynn) Porsche 968 Engine Questions

In EP Spec Lines, Porsche 968 (92-95), change Intake Valve size as follows:

"(I) ~~37.39.0/(1.4654)~~"

2. #31724 (William Etherington) BMW Z3 2.5L Spec Line

In EP Spec Lines, BMW Z3 2.5L, change Notes as follows:

"Comp. Ratio Limited to 12.0:1, Valve lift limited to .500". ~~To replace stock drive-by-wire throttle body, a~~ Alternate throttle body from BMW 92-95 325i (part #13541748105) **is permitted only** with Turner Motorsports adapter plate (part #TEN9990850) ~~is permitted~~. Cylinder head casting number 1738400 permitted with use of the allowed iron block (casting number 1748933 or 1738566)."

3. #31858 (Production Committee) EP Adjustments

Effective 3/1/2022 In EP, make changes to BMW spec lines as follows:

BMW Z3 2.5L - ~~59~~**58**mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body.

BMW 328i/is E36 (96-99) - **62mm Flat Plate Intake Restrictor is required.**

BMW 328i/ci E46 (01-06) - **62mm Flat Plate Intake Restrictor is required.**

BMW 325i/is E46 (01-06) - **60mm Flat Plate Intake Restrictor is required.**

BMW 325i/is E36 (92-95) - **60mm Flat Plate Intake Restrictor is required.**

BMW 325is M-Technic (1994) - **60mm Flat Plate Intake Restrictor is required.**

FP

1. #31859 (Production Committee) FP Del Sol VTEC

In FP Spec Line, Honda Civic Del Sol VTEC (94-97), change Notes as follows:

"Comp. Ratio limited to 11.0:1. Valve lift **limited to .425"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.~~ May be prepared as a coupe or "targa top", Petty-bar roll cage allowed in lieu of rearward roll cage braces."

2. #31868 (Production Committee) Standardize Level 2 Classifications in FP

In FP Spec Lines, change Notes as follows:

Honda Prelude (84-87): "Comp. Ratio limited to 12.0:1. Valve lift ~~(measured as raced w/ lash):~~ **limited to .500"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers."~~

Mazda GLC / 323 (86-88): "Comp. Ratio limited to 12.0:1. Valve lift ~~(measured as raced w/ lash):~~ **limited to .500"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers."~~

HP

1. #31182 (Jason Stine) Weight Change for Competition Adjustment

Effective 3/1/2022 In HP Spec Lines, Triumph Spitfire 1500, make changes to Weight as follows:

~~"1560~~**1605**

~~*1599~~**1645**

~~**1638~~**1685"**

2. #31653 (Matthew Brannon) Weight Adjustment To Fiat X1/9 Spec Lines, H-Production

In HP Spec Lines, make the following changes to Weight:

Fiat X-1/9 & Bertone 1500 (Level 2): "~~1840~~**1790** ~~*1886~~**1835** ~~**1932~~**1880"**

Fiat X-1/9 1300 (Level 2): "~~1695~~**1650** ~~*1737~~**1691** ~~**1780~~**1733"**

Fiat X-1/9 1300 (Level 1): "~~2115~~**2060"**

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Fiat X-1/9 1500 (Level 1/2): "~~2000~~1950"

3. #31665 (Jerry Oleson) 1500 Midget

In HP, classify Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) as follows:

HP	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.)
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL)	2	1510 * 1548 ** 1586	4 cyl OHV	73.7 x 87.4 (2.90 x 3.44)	1493 (91.11)	Iron	Iron	(I) 36.6 (1.44) (E) 29.7 (1.17)	Carburetion	(80.0)	1275 / 1237 (50.2 / 48.7)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	N/A	Comp. Ratio limited to 11.0:1. Valve lift limited to .450". Alternate intake manifold, Pierce #J15-1952 allowed. Mk.I Body modification: Behind driver's seat rear deck only, width of shoulder or seat, depth 6" max. Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.

4. #31802 (Louis Rainer) Request weight requirement for 1500 MG Midget

In HP, classify Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) as follows:

HP	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.)
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL)	1/2 See Notes	1655	4 cyl OHV	73.7 x 87.4 (2.90 x 3.44)	1493 (91.11)	Iron	Iron	(I) 36.6 (1.44) (E) 29.7 (1.17)	Carburetion	(80.0)	1275 / 1237 (50.2 / 48.7)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	N/A	Comp. Ratio limited to 11.0:1. Valve lift limited to .450". Drivetrain Level 2 preparation only. Alternate intake manifold, Pierce #J15-1952 allowed. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed. Mk.I Body modification: Behind driver's seat rear deck only, width of shoulder or seat, depth 6" max. Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.

Prod General

1. #31592 (Chris Schaafsma) PCS E. 2. n. 4. Add Axle Shaft to Allow FWD the Same Freedom

In Production, GCR sections 9.1.5.E.1.n.4. and 9.1.5.E.2.n.4. change as follows:

"For rear wheel drive cars, the transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or driveshaft. For front wheel drive cars, the body, unibody, frame, suspension crossmembers/subframes and their components may be altered to the extent required to allow the installation of an alternate transmission, transaxle and/or ~~driveshaft~~ axle shaft."

Spec Miata

None.

Super Production

None.

Super Touring

ST General

1. #31323 (Jose de Miguel) Throttling Device Clarification

In GCR, Section 9.1.4.1.B.4., change as follows:

~~"The intake and exhaust porting on piston engines is free."~~ Porting of intake manifolds and cylinder heads is free on piston engines."

STL

1. #31467 (Christopher Childs) Mazda Renesis Restriction

In STL Spec Lines, Mazda Renesis, change Notes as follows:

"5560mm flat plate restrictor required."

2. #31621 (Daniel Sheppard) Clarification of 79-85 RX7 Spec line

In STL, Mazda RX-7 12A (79-85), change notes as follows:

"Stock Nikki 4 bbl carburetor on a stock manifold only. *Allow the standard removal of emissions related components, and allow air and fuel jets to be corrected.* Modification of the water jacket in the area of the spark plug for cooling purposes is permitted."

Touring

T2

1. #31480 (Touring Committee) Touring 2 BOP adjustments for 2022

In T2 Spec Lines, Dodge Viper SRT-10 incl. coupe (03-06), change as follows:

Weight (lbs): "~~3600~~**3550**"

Notes: "Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one ~~43~~**41**mm hole."

2. #31837 (Touring Committee) SMG

In T2 Spec Lines, Spec Mustang, change Model as follows:

"**Ford** Spec Mustang"

T2-T4

1. #31486 (Andrew Aquilante) Reply to letter 29879 T2-T4 Grill Openings

In T2-T4, GCR section 9.1.9.2.D.8.a.8, clarify as follows:

~~Exclusively for~~ *For the sole purpose of* engine radiator cooling purposes, it is permitted to remove the outermost non-metallic webbed false grill openings that are closed in mesh style factory grill openings. Maximum allowable increase in grill opening area is 16 square inches. The modified grill opening mesh shape and contour must be retained as delivered from the manufacturer. This allowance does not permit modification to *dedicated* brake-*only* or intercooler-*only* grill openings. (Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed.)"

2. #31682 (Touring Committee) Request to clarify radiator hoses

In GCR, Section 9.1.9.2.D.3.a., add the following:

"3. Radiator and coolant hoses may be replaced with aftermarket options. Modification for coolant temp sensors is permitted."

3. #31743 (Touring Committee) Clarify Permitted/Allowed

In GCR, Section 9.1.9.2.C.4., add the following"

"b. Spec lines may include modifications that are "permitted" or "allowed". This means that they are a permitted as alternatives to the allowances written into the category rules. For example "Koni shock #xxxxxxx allowed" implies that you could use the Koni option or any option that complies with the category rules."

T3

1. #30818 (Matthew Fess) Request FRS/BRZ/86 T3 Weight Reduction

In T3 Spec Lines, Scion FR-S/Toyota 86 GT (13-21), change as follows:

Weight: "~~2750~~**2675**"

Notes: "~~Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0 square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above.~~ *BRZ TS Rear wing and body work allowed.*"

In T3 Spec Lines, Subaru BRZ (13-21), change as follows:

Model: Subaru BRZ **TS** (13-21)

Weight: "~~2750~~**2675**"

Notes: "Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0 square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above."

2. #30931 (Rob Hines) Request to Classify 2022 Toyota 86 / Subaru in T3 & T4

In T3 Spec Lines, classify the Subaru BRZ (2022+) and Toyota 86 (2022+) as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Subaru BRZ 2022+	94 x 86 2400	2575	18 x 9	245	3.54, 2.06, 1.41, 1.00, 0.71, 0.58	3.91	295 (f) 290 (r)	2750	Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed.
Toyota 86 2022+	94 x 86 2400	2575	18 x 9	245	3.54, 2.06, 1.41, 1.00, 0.71, 0.58	3.91	295 (f) 290 (r)	2750	Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed.

3. #31481 (Touring Committee) Touring 3 BOP adjustments for 2022

In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change as follows:

Model: "Ford Mustang EcoBoost (2015-) Changes effective 3/1/2021"

Weight: "~~3450~~3525"

Notes: "~~35mm~~34mm 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 links 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~~100lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with + ~~100lb~~50lb penalty. Sway bars allowed up to 35mm (F) 25mm (R).

In T3 Spec Lines, Subaru WRX STI (03-07), change Weight as follows:

"~~3400~~3300"

In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Weight as follows:

"~~3425~~3350"

In T3 Spec Lines, Ford Mustang V6 (11-14), change Weight as follows:

"~~3425~~3400"

In T3 Spec Lines, BMW 330i/Ci (01-06), change Notes as follows:

"Max spring rate ~~600~~800 #/in front and rear."

In T3 Spec Lines, Honda S2000 (all) (00-09), change as follows:

Weight: "2.0: ~~2775~~**2675**"

Notes: "~~2.2L engine 60mm flat plate restrictor required.~~"

Effective 3/1/2022 In T3 Spec Lines, BMW Z4 M Coupe (06-08), change Notes as follows:

"Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. ~~50mm~~**48mm** flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of ~~600 lb~~**800 lb** max front, ~~650 lb~~**850 lb** max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed."

4. #31530 (Griffin Gamcsik-Uly) Please Adjust Years Allowed for BMW 335i to 07-10, not 08-13

In T3 Spec Lines, BMW 335i (08-13), change Model Year as follows:

"BMW 335i (~~08-13~~**07-10**)"

5. #31531 (Griffin Gamcsik-Uly) Please Adjust Years Allowed for BMW 135i to 08-10, not 08-13

In T3 Spec Lines, BMW 135i (08-13), change Model Year as follows:

"BMW 135i (~~08-13~~**10**)"

6. #31606 (Ryan Szyjakowski) BMW 330i Minimum Comp Weight

Effective 3/1/2022 In T3 Spec Lines, BMW 330i/Ci (01-06), change as follows:

Tire Size: "~~275~~**245**"

Weight: "~~3185~~**3125**"

7. #31728 (Breton Williams) T3 Nissan Z Suspension Update

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

"SPC Control Arms **72130**, 72125 ~~and~~**or** 72123 are allowed."

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

"SPC Control Arms **72130**, 72125 ~~and~~**or** 72123 are allowed."

8. #31748 (Touring Committee) Adjust T3 370Z

Effective 3/1/2022 In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change Weight as follows:

"~~3325~~**3375**"

9. #31825 (Touring Committee) TIR changes for FWD T3 models

Effective 03/01/2022 In T3 Spec Lines, change as follows:

Chevrolet Cobalt SS (08-10):

Notes: "~~35mm~~**36mm**"

Dodge SRT-4 (03-05):

Notes: "~~35mm~~**36mm**"

Ford Focus ST (14-18):

Final Drive: "~~3.3x~~4.06 (1-4) 2.95 (5-6)"

Brakes (mm): "(F) 315 Vented Disc (R) 292 Solid Disc (F) 320 vented disc (R) 271 solid disc"

Notes: "~~35mm~~36mm"

Ford Focus RS (16-18):

Notes: "~~35mm~~36mm"

Honda Civic Si (2017-):

Wheelbase (mm): "2700"

Notes: "~~35mm~~36mm"

Mazda, Mazdaspeed3 (07-09):

Notes: "~~35mm~~36mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R. *CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.*"

Mazda, Mazdaspeed3 (10-13):

Notes: "~~35mm~~36mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R. *CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.*"

Mini Cooper S (2016-):

Notes: "~~32mm~~36mm"

Volkswagen Golf R (15-16):

Notes: "~~35mm~~36mm"

Volkswagen GTI, Jetta GLI (06-10):

Notes: "~~35mm~~36mm"

Volkswagen GTI (2013):

Wheelbase (mm): "2578"

Notes: "~~35mm~~36mm"

Volkswagen GTI (14.5-17):

Gear Ratios: "DSG: 2.92, 1.79, 1.14, 0.78, 0.80, 0.64 STD: 3.76, 2.08, 1.46, 1.08, 1.09, 0.97 DSG: 4.77/3.44 STD: 3.24/2.62"

Notes: "~~35mm~~36mm"

T4

1. #31595 (Griffin Gamcsik-Uly) Please Adjust 98-00 BMW 323 Min Weight to Reflect Current Class

In T4 Spec Lines, BMW 323 (98-00), change as follows:

Weight: "3450~~3250~~"

Notes: "Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. ~~50mm flat plate restrictor required.~~-M52TUB25 engine required."

2. #31596 (Griffin Gamcsik-Uly) Consolidate 12-13 and 14-15 Honda Civic Si spec lines for T4
In T4 Spec Lines, Honda Civic Si (12-13), delete Spec Line in its entirety.

In T4 Spec Lines, Honda Civic Si (14-15), change as follows:

Model Year: "Honda Civic Si (~~14~~12-15)"

Notes: "Transmission and Differential must be stock. Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed. 47mm flat plate restrictor required. ~~Camber plates permitted~~-SPC Rear Adjustable Control Arm – P/N 67467 *or 67466* permitted. Sway bars up to 32mm front and rear permitted. Springs allowed up to 700 pounds."

3. #31746 (Touring Committee) Correct RSX wording

In T4 Spec Lines, Acura RSX/ RSX Type-S (02-06), change Notes as follows:

~~"The following items must remain stock: original wheels."~~

4. #31751 (Touring Committee) Camaro

In T4 Spec Lines, Chevrolet Camaro V-6 (96-02), change Notes as follows:

~~"The following items must remain stock: shock/struts (including mounts), and transmission differential unless specified below."~~

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Mike Taberner vs. SOM COA Ref. No. 21-10-SE December 20, 2021

FACTS IN BRIEF

Following the Sunday, November 14, 2021, Group 5 SARRC Regional race at Palm Beach International Raceway, Jordan Segrini, driver of Spec Miata T (SMT) #13, filed a Protest against Mike Taberner, driver of Spec Miata Southeast (SMSE) #4, for alleged violations of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct.)

The Stewards of the Meeting (SOM) Stu Cowitt and Mike Finn (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Taberner violated GCR 6.11.1.A. (Avoid physical contact), 6.11.1.B. (Allow racing room), and 6.11.1.D. (Passing responsibilities), and moved his finishing position to last place overall. The penalty incurred two points on Mr. Taberner's competition license. Mr. Taberner appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) James Foyle, Jack Kish, and Laurie Sheppard (Chairman) met on December 9, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Taberner, received November 17, 2021.
2. Official Observer's Report with related documents and evidence, received November 29, 2021.
3. In-car video from Car #4 and Car #75, received November 29, 2021.
4. Email statement with additional photos and videos from Jordan Segrini, received December 8, 2021.

FINDINGS

In his appeal, Mr. Taberner asserted Mr. Segrini had committed to the outside position adjacent to the edge of the track. Mr. Taberner denied any moves to block Mr. Segrini and stated Mr. Segrini lost control resulting in contact with Mr. Taberner and the wall.

The COA reviewed the SOM's Hearing and Decision report and attachments, as well as Mr. Taberner's appeal documents and all available videos. The COA agrees Mr. Taberner and Mr. Segrini were racing side-by-side on the right side of the racing surface. The in-car video from Car #4 shows Mr. Taberner steadily moving slightly to

the right, forcing Mr. Segrini beyond the extreme edge of the track prior to the initial contact.

The COA finds Mr. Tabernero violated GCR 6.11.1.A. (Avoid contact between cars), 6.11.1.B. (Allow racing room), and 6.11.1.D. (Passing responsibilities). Mr. Tabernero did not provide compelling evidence to the contrary. The penalties assessed by the SOM were within their authority per GCR 7.2.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Tabernero's appeal is well founded and his appeal fee, less the administrative portion retained by the SCCA, will be returned.