

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | December 6, 2022

The Club Racing Board met by teleconference on December 6, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Alban and Dayle Frame, BoD liasons; Rick Harris and Scott Schmidt, Club Racing Technical Manager. The following decisions were made:

Member Advisory

None.

No Action Required

F6

1. #33439 (Keith Joslyn) Alternate Piston Substitution

Thank you for your letter. Please see the response to letter #33588 in this Fastrack's Technical Bulletin.

2. #33524 (Jim Murphy) Response to Response on Letter #33094 Make Class More Attractive

Thank you for your letter. The Club Racing Board appreciates your comments and clarification. With regard to having a level playing field within the two-stroke drivetrains, the Club Racing Board still recommends following what was outlined in the response to Letter #33094 as the first step.

P2

1. #33492 (Mark Uhlmann) P2 in 2023+

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

2. #33525 (Armen Megregian) P1/P2 Suggestions

Thank you for your letter. The P2 class was not intended to be structured around Sports 2000 cars, because it was unrealistic if not impossible to slow the former DSR cars to the performance level of S2000 cars. Instead, the intent of P2 was to allow S2000 owners to improve the performance of their cars by upgrading them to the European Sports 2000 spec, with wings and upgraded engines. S2000 owners were given an opportunity to update their cars along these lines, but most chose not to do so, and participation of the cars in the P2 class continued at a level similar to that which led to consolidation of S2000 into P2 from 2014 onward. The SCCA Power Factor of the Group CN cars is in line with that of motorcycle-engine cars in P2, and the on-track AiM data obtained by the Club Racing Board has consistently shown that two-seat CN cars are at no disadvantage to other cars in the class.

General

1. #33296 (Sydney Yagel) Runoffs Entry Minimum for Race Groups

Ms. Yagel, Thank you for your letter and observations. The CRB is also concerned about classes which lack entries at the Runoffs, especially given this is the SCCA's premier event. As you note, it would be most appropriate to combine two undersubscribed classes. In addition, the classes would need to be compatible to run on-track at the same time. This would have been an option with FX and FA in 2022 but for the fact that one competitor was entered in both classes. The CRB and Staff will be looking at this matter more closely in 2023.

GT1

1. #33433 (Richard Grant) Trans Am Body Weight Penalty

Thank you for your letter. Please see letter #33332 in December Fastrack.

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GT2

1. #33392 (Joe Aquilante) Request to Reduce the Restriction on the C7 GT2 Corvette

Thank you for your letter. Please see letter #33342 in current Fastrack.

EP

1. #33408 (Eric Prill) Aggregated Runoffs Segment Data - EP

Thank you for providing this data.

FP

1. #33407 (Eric Prill) Aggregated 2022 Runoffs Segment Data - FP

Thank you for providing this data.

HP

1. #33409 (Eric Prill) Aggregated Runoffs Segment Time - HP

Thank you for providing this data.

STU

1. #33344 (Scotty B White) Heavy Cars

Thank you for your letter. Run the cars under current STU rules, allowing us to collect data and we will review for potential BoP adjustments.

2. #33388 (Ryan Sprehe) Help for Mustang to Run T3 and STU Affordably and Competitively

Thank you for your letter. Run the cars under current STU rules, allowing us to collect data and we will review for potential BoP adjustments.

T2-T4

1. #33308 (Aaron Stehly) Adjustable Toe- Link Rule Clarification

Thank you for your letter. The rules imply, in this case, that toe links with spherical bearings are allowed. Other spherical bearings are not allowed.

T3

1. #33339 (Richard Kulach) Spec Car Inclusion In Class

Thank you for your letter. The Spec Boxster and Spec E46 spec lines were added to T3 to encourage those cars to cross over from other series. For this to work, we need to ensure that our spec line mirrors their rules exactly. Maintaining a GCR spec line in this manner would be time consuming and prone to errors. That is why we opt to reference their rules and review them periodically. For your reference, we have attached links to their 2022 rules.

SPB

<https://pcaclubracing.org/wp-content/uploads/2022/01/2022-PCA-Club-Racing-Rule-Book.pdf>

SE46

https://nasa-assets.s3.amazonaws.com/document/document/23463/2022_SE46_Rules.pdf

2. #33479 (David Ott) Adjustment Considerations

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

T4

1. #33486 (Tim Myers) T4 Mustang Feedback

Thank you for your letter. You state that the only change was 25 lbs and a clutch + flywheel kit. The following changes have been made:

- Minus 25 base weight
- 22mm larger brake rotor
- 1" wider wheels
- Removed the penalty for changing the final drive ratios, minus 25 lbs
- We worked with a member to choose the Clutch/Flywheel kit. As a veteran member of this committee, you understand that such a kit is unprecedented in T4. Specifying a part number is more in-line with such allowances. Allowing an open allowance is too far outside the T4 scope.

This is a significant number of REC allowances to be given at one time. TB allowances may be incorporated at any time.

Not Recommended

AS

1. #31911 (Mark Wheaton) AS wheel size change - WHY?

Thank you for your letter. We appreciate your thoughts and feedback. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received.

2. #31913 (Timothy White) In Response to Wheel Width #31849

Thank you for your letter. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received. Tire manufacturers recommendation for rim width was used to determine the max rim width with a plus .5 inch tolerance, recognizing availability may be limited, and some cars may not be able to utilize the maximum allowable rim width.

3. #32059 (Jason Conley) Upcoming Proposed Rule Changes

Thank you for your letter. Regarding the rim width rule change, which primary focus was to increase tire life, we have received a lot of feedback that tire life has been extended. In most cases where tires are being used for many events the increased tire life has been well received.

The allowance of rear coil overs was discussed at length and the ASAC felt it was the correct decision to allow coil overs on all cars even though most cars do not require the change and should be considered on an individual basis for each car classified.

4. #32110 (SCOTT Marcero) 05-14 Mustang RP Restrictor

Thank you for your letter. Balance Of Performance, BOP, is critical topic that is discussed at each ASAC meeting. we will be evaluating each car again for the 2023 season and making adjustments to retain BOP. At this time complete removal of the restrictor is not being considered, but increasing the size is being discussed.

5. #32114 (Kyle Gilbert) Opposed to Recommended Rule Change #31848

Thank you for your letter. The decision to allow coil overs was discussed at length within the ASAC. ultimately the decision was to allow all competitors the option to pursue coil overs if they felt it was a better option based on individual preference.

6. #32266 (ROGER EAGLETON) Request additional DOT

Thank you for your letter. Regarding the tire request, the ASAC will consider the alternative tire as an addition to eligible tire list. At this point is not been approved but is under consideration.

7. #32400 (ROGER EAGLETON) 5th Gear Alternative Ratio

Thank you for your letter. Regarding the 5th gear ratio change, The ASAC does feel a change to 5th gear for most cars is a viable option. we will continue to evaluate ratios as needed to maintain Balance of Performance amongst the class.

B-Spec

1. #33212 (Frank Schwartz) Flywheel Request

Thank you for your letter, the current rules are sufficient as written

2. #33295 (Matt Downing) Request to Change Restrictor from 30mm to 31mm (2015+ Honda Fit)

Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

3. #33362 (John Phillips) Yaris Sedan Needs Help

Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

4. #33365 (John Phillips) Mazda 2 Thoughts

Thank you for your letter. Review of Runoffs Data Report indicates the BOP is acceptable as listed.

5. #33374 (George Badger) Limit Maximum Restriction as a % of the Throttle Body Bore Area.

Thank you for your letter. The current rules related to restrictor sizes are sufficient as written

6. #33495 (Steven Kaster) Clarification of ECU Rule

Thank you for your letter. The current rules as written are sufficient to address your concern.

P1

1. #33565 (Jim Downing) Rotary Performance Adjustment Request

Thank you for your letter. The Club Racing Board does not recommend this change. The Mazda 13B has not regularly competed in recent U.S. Majors Tour events, and the Club Racing Board does not have current on-track data for the platform. The on-track data collected at the VIR Super Tour event in 2019 showed a Mazda 13B using the current restrictor size to be fully in line with its competitors for the factors that enter into a Balance of Performance powertrain assessment. Please see the response to letter #27736 in the December 2019 Fastrack Minutes. If a member who is interested in racing the 13B enters and competes in a U.S. Majors Tour event in 2023, the Club Racing Board will arrange to obtain on-track data to assess the platform's current performance potential relative to other cars in the class and will make data-based adjustments if warranted.

GCR

1. #33385 (SCCA Staff) Single Inlet Restrictor Definition Addition

Thank you for your letter. Not recommended until other means of testing are defined and can be specified in the GCR.

GT1

1. #33338 (Jeff Hinkle) Rules Change Request

Thank you for your letter. The CRB is continuing to gather data in order to make comparative changes.

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GTL

1. #33371 (Isaac Preston) Inline 3 Engine Setback

Thank you for your letter. Allowed GT engine set back allowances are in the GTCS under 9.1.2.F7.e.13.

GTX

1. #33387 (Christopher Shelhart) Requesting BMW GC10 Classification in GTX Class.

Thank you for your letter. Using a BMW body with a Chevrolet engine is not consistent with class philosophy

EP

1. #33435 (Aaron Downey) Mazda RX3 - Rear Coil-Overs

Thank you for your letter. Changing the type of suspension is against the core philosophy of Limited Prep, so this allowance is not recommended.

2. #33520 (Ron Earp) Dry Sumps in Production

Thank you for your letter. Not recommended to make this a category/class wide allowance, as it will become perceived as a "must have" modification. Most vehicles do not need it, and those that do can continue to be looked at and allowed on a case-by-case basis.

FP

1. #33317 (Greg Amy) Porsche 914 Induction

Thank you for your letter. It is not recommended to allow an alternate intake manifold or method of air/fuel delivery, as those are against the core philosophy of Limited Prep for non-rotary engines. Fuel injection can already be modified extensively within the current rules, plus multiple carburetor options are already allowed for this vehicle as well.

2. #33359 (Daniel Snow) Fiat x19 Dual Carburetion

Thank you for your letter, but this is not recommended at this time. On-track trap-speed data versus other well-known classifications, along with previously provided power output data of these cars, does not point to a need for increased power levels being necessary.

3. #33394 (Craig Chima) Requested Weight Change for FP Lotus 7

Thank you for your letter, but this change is not recommended at this time. Track sector data and collected on-vehicle data both show that the car is still competitive on a variety of tracks. Class parity will continue to be monitored.

HP

1. #33302 (Alex Ratcliffe) Consider Allowing ABS With Weight Penalty

Thank you for your letter. Allowance of ABS into the Production Category is not recommended at this time.

2. #33322 (David Boles) Request Weight reduction for HP VW Golf III

Thank you for your letter. A competition adjustment for this car is not recommended at this time. Trap speed data has shown that it is quite reasonable for a variety of tracks, plus track sector data has also shown that it has competitive dynamic prospect as well.

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ST General

1. #33512 (George Marsanick) Request Dash panel rule change

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

STL

1. #33576 (Deacon Greenfield) LS-VTEC for STL?

Thank you for your letter. Your request is not allowed in STL.

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. #31933 (Daniel Richardson) Daniel Richardson ASAC Bid

Daniel Richardson has been included as active member of the ASAC. He has been very active in committee discussions and has provided valuable input. Thank you, Danny for your time and involvement.

2. #32261 (Tom Brown) Request alternate Blocks & Heads

In AS Specifications, 9.1.6.F.2.. add the following:

"9. Alternate blocks made used:

GM vehicles – Dart P/N SHP31161111 or World Product 084010

Ford vehicles – Dart P/N SHP31374175 or World Product 087110"

GCR

1. #33271 (Greg Amy) CSA and GCR 7.4.B

In GCR, Section 7.4.B., change as follows:

"The above penalties if imposed by the Race Director or Chief Steward *for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.)* incur 1-point automatically in lieu of the stated points in the above schedule. *Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward.* If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. *The Race Director or Chief Steward may impose a 1-point penalty on a competitors competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules.*"

2. #33474 (David Fiorelli) Minimum weight rounding

In GCR, Appendix G. Facts, Formulas, and Measurement Standards, Section G.2.1., change as follows:

"Weight is absolute minimum. *Any vehicle minimum weight that is not a whole number shall be rounded to the nearest whole number as follows: fractional weights ending in .50 pound or above round up to the next whole number; fractional weights .49 pound and below round down to the next whole number.*"

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Prod General

1. #33596 (Production Committee) Allow B-Spec cars to run in Prod & align with 9.1.5.B.5

In GCR, Production Category, Section 9.1.5.B.5. change as follows:

"Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5, *including tire limitations as defined in 9.1.3.D.8.a.2. however any DOT approved tire as defined by 9.3.45 is allowed.* This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars."

In GCR, Production Category, Section 9.1.5.B. add the following:

"6. Any B-Spec car meeting all the requirements of BSCS 9.1.10 may compete in the Production class in which the same make, model and engine displacement car is classified. For B-Spec cars competing in Production, the level of preparation and modifications will be as determined by BSCS 9.1.10 and not by PCS 9.1.5, including tire limitations as defined by 9.1.10.E.7."

T1

1. #33580 (Touring Committee) 2023 Touring rules

In GCR, Section 9.1.9.1. TOURING (T1) CATEGORY, add the following:

"Touring 1 Rules for GT4 and Homologated Cars.

Touring 1 is comprised; 1) Race modified USDM cars (discussed above), 2) GT4 cars originally built for pro racing, and 3) Homologated cars which were built to conform to a different series or spec sheet. These are the category rules for Touring 1 GT4, homologated, and purpose built cars. Cars in this category include, but are not limited to SRO GT4, and Spec Corvette. To be eligible to compete in Touring 1, the car must conform to these category rules and the following spec lines. Each spec line below includes a column named "must conform to". At all events, it is the driver's responsibility to provide the applicable homologation documents. Factory built race cars must conform to published specifications.

Q. Eligible cars-

- 1. GT4 and Homologated cars must be based off of USDM models. Only cars listed in the spec lines below are permitted to compete in Touring 1. Lightweight and Non-USDM models (ie. KTM X-Bow or Ginetta G56) will not be classed.*
- 2. New classifications will be considered pending a complete request through the SCCA's letter system. Newly created spec lines will be required to complete at least 3 Super Tour weekends before the spec line is eligible for Runoffs competition. This ensures reasonable data collection and comparison prior to qualifying to enter the national championship race.*

R. Approved modifications to homologated cars- All cars must conform to the rules set defined in their spec line unless otherwise noted below.

- 1. Cars built with front windows are permitted, but not required, to remove them.*
- 2. Safety equipment: Seats, Belts, Nets, and steering wheels may be replaced with SCCA compliant alternatives. All cars must meet SCCA cage and safety standards.*

S. Fuel- Cars must use fuel that conforms to section 9.3.25 or to the Runoffs Supplemental regulations.

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T. Tires- Tires must conform to GCR section 9.3.45 Tires and also must conform to spec line requirements. DOT approved tires are required.

U. Performance adjustments- The spec lines include specific requirements to achieve parity with other Touring 1 cars. These may include specific ECU programming, inlet restrictors, weight, etc. Notes in the spec lines supersede rules set forth in these category rules. Each spec line defines which rules set it must conform to.

V. Labeling-

1. These rules may include many options that affect a vehicle's competition weight.

a) The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances.

b) In order to inform competitors, spectators and tech officials, competitors are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended."

2. #33633 (Touring Committee) Touring 1

In GCR, create the following ruleset to run simultaneously with existing Touring (T1) Category effective 1/1/2023, existing TOURING (T1) CATEGORY to sunset effective 3/1/2023:

"1. Touring 1 Rules

T1 Category Purpose and Philosophy:

Intent- Touring 1 (T1) is intended to be the pinnacle of production-based competition in the SCCA. The intent of the T1 category is to allow competition of high-performance production-based vehicles either; 1) built from road-going donors or 2) initially sold as a race ready car. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the USA. Alternate cars may be approved on a case-by-case basis but will be limited to factory-based models.

Philosophy- The T1 philosophy is to allow balanced competition between racers that approach the class from different scenarios.

1) Some will opt to race a production-based vehicle with safety equipment and common and widely available performance modifications 2) Due to the increasing complexity of high-performance cars, late model T1-capable cars are primarily being built by manufacturer-backed programs. Drivers that opt to race these cars will be required to comply with a specific homologation or spec sheet as defined in their spec line. Examples are GT4 cars or the track-ready Mustang FP350S. 3) Some will choose to campaign cars built for a different series. An example is the inclusion of Spec Corvettes.

T1 Car Eligibility:

Cars are eligible for the class when the car or the chassis appears on a specification line and with the specific allowances permitted. New models and allowances will be considered after being properly requested through the CRB's letter log system. New model submissions must include Vehicle Technical Specifications (VTS) sheets. Allowances that are permitted are not mandatory and a vehicle may race without any given positive allowance. T2 cars may race in the T1 category if they meet minimum safety requirements. Minimum weight for any new T1 classification is 3000 lbs.

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The T1 rules are broken into 2 categories: 1) Cars that were once showroom models, which were converted to race cars conforming to the following category rules, and 2) Cars that were built to meet the homologations of a different series or were built by a factory as a track-ready car.

Category rules for showroom models begin in at "A. Bodywork" and continue to "N". Allowed homologated cars must comply with the second set of category rules found after the first set of spec lines and resume at "Q".

Only cars listed in the following spec lines are eligible to compete in SCCA Touring 1 races. Not every spec line is automatically eligible to compete in the National Championship Runoffs. All new spec lines will be required to compete in at least 3 Super Tour events prior to being able to enter the Runoffs. This provides the club the chance to evaluate new spec lines before they enter.

Old or unused spec lines will be removed from these rules through the following process: If a spec line or engine option is slated to be removed, it will be marked with "Expiring" and an effective date in the "Spec Line Number" column. If you compete under one of these spec lines, or intend to soon, please submit a request through the SCCA's letter system. If a spec line or engine option was removed, you may request to re-class it.

A. Bodywork

- 1. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles. For the sole purpose of tire fitment, wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.*
- 2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.*
- 3. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge.*
- 4. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones. Tubular/removable front clips are not permitted.*
- 5. Bumper brackets may be modified, but bumpers must remain in OEM locations.*
- 6. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.*
- 7. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers. Aftermarket latches*

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and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

8. *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*

9. *Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.*

10. *All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.*

11. *Aftermarket OEM style hardtops are allowed.*

B. Aerodynamic Devices

1. Front Splitter

- a) *A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.*
- b) *The minimum ride height of front splitters and air dams is 3.0 inches.*
- c) *The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*
- d) *The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.*
- e) *The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.*

2. Rear Wing

- a) *The wing shall be mounted to the trunk/deck lid or bumper frame with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a*

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diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b) Factory wings and spoilers are permitted, but must be removed if an approved wing is installed.

c) Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any Gurney flap. (except as allowed in 9.1.9.1.B.2.h).

d) The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

e) The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof.

f) The trailing edge of the rear wing may be mounted no further rearward than the center of the rear-most part of the approved bodywork unless otherwise noted on specific spec line.

g) Wing end plates must not exceed 144.0 square inches.

3. Any car not using a wing and/or splitter may subtract 150lb.

4. A close-out panel may be mounted behind the grille.

5. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.

6. Canards or dive planes are not permitted unless part of the OEM bodywork or permitted on spec line.

C. Interior

1. The following items may be installed: Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.

2. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position, but may be modified 1" to accommodate driver's height.

3. All interior trim may be removed excluding the dash. Original instruments/gauges may be replaced, or supplemented, with additional monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels

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were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty.

- 4. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows. No bulkheads shall cover the rear foot wells. This rule may be superseded in the spec line.*
- 5. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.*

D. Chassis

- 1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear material is free.*
- 2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected.*
- 3. Cars that have driveshafts shall have two 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.*
- 4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board. Jock points are considered when measuring ride height.*
- 5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches.*
- 6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.*
- 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. The area closed off to mount the NACA- duct shall not exceed 50 square-inches. Enough open area for the driver to exit in an emergency shall remain open at all times.*
- 8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.*

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9. *Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended. Rear window clips are permitted.*
10. *Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.*
11. *Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.*
12. *OEM side window framework shall be intact.*
13. *Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.*
14. *Unused mounting tabs and brackets that are non-structural may be removed.*
15. *The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.*
16. *The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/transaxle.*
17. *Inner fender panels may be modified or replaced.*
18. *Convertible model cars may compete with a hardtop or as an open car.*
19. *Fasteners are free. Titanium fasteners are prohibited. Fasteners may be replaced with adhesives.*
20. *Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.*
21. *A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.*
22. *An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further*

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forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

23. *Chassis bushing material is not restricted*

E. Engine

1. *Engines may be used if they are shown as an engine option on the spec line. Engine options will be considered if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in North America. Engines from vehicles not available in a car delivered in North America may be considered and approved*

on a case-by-case basis. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out and all supporting documentation. If approved, all allowances will be noted on the proper spec line.

2. *OEM Engine option- Some spec lines are offered the option to utilize OEM engine specifications. This option is indicated in the "Maximum Displ." Column of the spec lines. When using this option, it is permitted take advantage of the durability allowances listed below, including valves, pistons and rods. These parts must be greater than or equal OEM weight, and must meet the specifications set forth in the factory service manual. OEM engines may use a dry sump system. The use of an alternate oil pan and pickup tube is allowed.*

3. *The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions, material, and within 3% of the mass of the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams.*

4. *Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.*

5. *Rocker arm, lifter, follower, pushrod, keeper, retainer, guide, and seat materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components. Rocker arm ratio must meet OEM specs.*

6. *To increase the compression ratio, the bottom of the head may be machined.*

7. *Alternate pistons are permitted and/or the pistons may be machined. Maximum compression ratio is 12:1 unless noted on the spec line. Must use SCCA approved fuel.*

8. *Alternate connecting rods are permitted given they are within 3% of the OEM weight or greater. Rods must be ferrous*

9. *Valves may be replaced with Performance alternatives provided; 1) that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE. Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/- .015"). Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration.*

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10. *Performance alternate camshafts are allowed. Camshaft timing is free.*
11. *Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case-by-case basis.*
12. *The ignition system is unrestricted.*
13. *Aftermarket and performance alternative ECU, wiring, and transmission controls are permitted. Engine calibration (spark and fuel) is free.*
14. *Performance Alternative TCS is allowed. Reprogramming of OEM TCS systems is permitted.*
15. *Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.*
16. *The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.*
17. *Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged.*
18. *Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.*
19. *The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).*
20. *Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.*
21. *Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.*
22. *All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.*
23. *Unless otherwise noted, the following restrictions apply to turbochargers.*
 - a) *The inlet restrictor (if required) shall be positioned within six inches of the compressor wheel.*
 - b) *Turbochargers or superchargers that have been added to spec lines are grandfathered in the class, but will not be considered going forward. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Alternate water pump, alternator,*

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crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys unless otherwise noted on spec line.

24) *All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.*

a. *The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.*

b. *Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*

c. *The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.*

d. *All air entering the intake tract shall pass through the carburetor air inlet.*

25. *Cars may modify, or replace, motor and gearbox mounts provided that the engine and transmission are located in the OEM location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.*

26. *The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches: **This rule is set to expire as of Jan 1, 2024. ***

a. *Cadillac CTS-V (04-07)*

b. *Pontiac GTO (04-08)*

c. *Ford Mustang (85-02)* 4. *GM F-Body (93-02)*

27. *The intake and exhaust ports on piston engines may be ported at a 3% weight penalty. The valve guide may be machined as part of this porting.*

28. *Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.*

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29. *The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. It is strongly suggested that oil drain plugs be secured with safety wire.*

D. Cooling

1. *Water Cooling- Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.*
2. *Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.*
3. *Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free. Performance alternative Intercoolers are permitted.*
4. *Water Spray Systems- Water may not be sprayed on any component aside from the windshield.*
5. *Other Cooling systems; transmission oil, power steering, etc are not restricted*

E. Fluid Piping & Fuel Tank

1. *Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.*
2. *There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.*
3. *No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.*
4. *All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.*
5. *No fuel cooling devices are permitted in the car.*

F. Oil System

1. *If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.*
2. *Accusump-type systems may be used.*

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G. Exhaust System

1. *Headers are allowed*
2. *Exhaust is free, as long as it exits behind the driver. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork (rear) or 1.0 inches (side) when viewed from above. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.*
3. *If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. It is recommended that this heat shield be located at least 3.0 inches away from the exhaust system, and there be at least 3.0 inches between the heat shield and the fuel system components.*

H. Electrical System- *The electrical system is free provided that:*

1. *Use any commercially available battery. Batteries may be relocated.*
2. *For the purpose of cost reduction, standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.*
3. *Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.*
4. *Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.*
5. *Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.*

I. Drivetrain

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

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3. *Alternate flywheels and clutches are permitted. Carbon flywheels and carbon clutches are not permitted. Flywheel diameter must be the same as the OEM flywheel. Any 7 inch or larger clutch is permitted. Clutch and pressure plate design is free.*
4. *Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 ratio in top gear. Transmission location must be OEM. Maximum bell housing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs.*
5. *Transmissions and ratios are free. Forward gears are limited to six speeds.*

J. Suspension and Steering

1. *All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.*
2. *Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.*
3. *Shock absorbers and struts are free with a maximum of 4 adjusters per damper. Driver adjustable systems and electronically controlled shocks are not permitted unless it is an OEM system running with OEM shocks and springs. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way. Adjustment canisters may not be within reach of the driver.*
4. *Anti-roll bars are free, and may be added, removed, or substituted. Driver adjustable anti-roll bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane. End/drop links must use OEM mounting locations.*
5. *Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted.*
6. *Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.*
7. *When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.*
8. *Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. Front and rear strut tower braces are permitted. Camber, toe and caster is unrestricted.*
9. *All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. Steering column locks may be removed or disabled. Steering column locks may be removed or disabled.*

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10. *A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.*
11. *Power steering may be modified in any of the following ways:*
 - a) *disconnected*
 - b) *an OEM manual steering rack for that model may be fitted*
 - c) *an electric power steering pump may be fitted*
 - d) *an OEM electric-assisted steering rack may be used.*
12. *Cars with live axles may decrease their competition weight by 50 lbs. It is permitted to camber a live axle or use a non-OEM option. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.*
13. *Unmodified OEM pick up points are mandatory*
14. *The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.*
15. *Non-coil over suspensions are permitted to convert to coil over systems.*
16. *Suspension links are free provided; They use standard ball joint, bushing, or spherical attachments.*

K. Brakes

1. *Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.*
2. *Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.*
3. *Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.*
4. *Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than head- lights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.*
5. *Wheel fans are not permitted.*
6. *When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.*

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7. *Alternative piston inserts are permitted.*
8. *Anti-Lock Braking Systems (ABS) are permitted. Performance alternative ABS systems or controllers (e.g. Bosch, Tevis) are permitted. It is permitted to relocate performance alternative ABS systems within the engine compartment.*
9. *Rotors 1 or 2 piece ferrous rotors permitted. Brake rotor sizes are allowed as follows-*
 - a) *OE brake diameter permitted with no penalty*
 - b) *Max brake disc size 380mm with no penalty*
 - c) *>380mm brake disc permitted with a 50lb weight penalty*
10. *Calipers- The standard production calipers may be used. Performance alternative calipers are permitted- Max 6 piston 2 pad front caliper may be used. Max 4 piston 2 pad rear.*
11. *Original equipment master cylinders and pedals may be replaced.*
12. *Power assisted braking systems are permitted.*
13. *The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.*
14. *The balance of braking forces between the front and rear axles may only be adjusted by the driver through:*
 - a) *Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.*
 - b) *Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.*
15. *Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings must conform to "A-Bodywork", and may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia.*

L. Tires & Wheels

1. *Tires must conform to GCR section 9.3. Tires.*
2. *Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:*
 - a) *Loose wheel spacers of any type are not recommended.*
 - b) *All cars must run the same size wheel on the same axle.*
 - c) *As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.*

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d) *The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.*

e) *Valve stems and caps are free.*

3. *Wheel Attachment*

a) *Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.*

b) *If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.*

4. *Rear wheels may not exceed 19.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 19.0 inches in diameter and 11.0 inches in width.*

M. *Labeling-*

1. *These rules include many options that affect a vehicle's competition weight.*

a) *The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances. In the event that a competitor increased their weight in accordance with the tire size option (section 9.1.9.1.L.1) that weight must be presented.*

b) *In order to inform competitors, spectators and tech officials, competitor's are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended.*

N. *Approved Cars and Engines*

The following car and engine combinations are approved in T1. Send a request to the Club Racing Board <http://www.clubracingboard.com/> to add additional cars or engine variants.

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Acura NSX</i>	<i>1000 *Spec line Expires 12/23*</i>	<i>3000</i>	<i>3000</i>		<i>Supercharger permitted. Zero Force Body Kit by Kawagen Route permitted.</i>	

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<i>Acura NSX Turbo</i>	<i>1010 *Spec line Expires 12/23*</i>	<i>3500</i>	<i>3100</i>	<i>45mm</i>		
<i>Acura NSX Turbo World Challenge</i>	<i>1020 *Spec line Expires 12/23*</i>	<i>3500</i>	<i>3100</i>	<i>44mm</i>	<i>Driving ambitions turbo kit- Part #DA- 1000. Comp turbo #ct- 4372.</i>	<i>Must conform to World- Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World- Challenge Appendix A 2010 that limits tire and wheel size: Max Tire Size: 245/40 F, 295/30 R. Wheels Max Size: 17x9 Front, 18x11 Rear. No other touring modifications or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes. DOT tires required as per GCR section 9.3.</i>
<i>Aston Martin Vantage</i>	<i>1030</i>	<i>6000</i>	<i>3300</i>			
<i>Audi TTRS (GTS 2011 Spec)</i>	<i>1040 *Spec line Expires 12/23*</i>	<i>2500</i>	<i>3150</i>			<i>Must conform to July 24th, 2015 revision 7 GTS rules. No other touring modifications or allowances permitted beyond the noted GTS rules allowances. DOT tires required as per GCR section 9.3.</i>

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BMW E46, E46-M3, E36, E36-M3, Z3	1050	3250	2700		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2750 lbs. Lang Racing Development S54-95MM-Stroker-CRK is permitted at 2850 lbs. The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs.	Pennon Fender flares allowed. Flossman body kit is permitted with 300lb weight penalty. The headlights can be modified to allow air to pass into the engine induction system.
BMW E46 M3	1060	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.	The headlights can be modified to allow air to pass into the engine induction system. Carbon roof allowed. CSL style carbon fiber rear trunk lid allowed +75lbs.
	1070	4000	3200			
	1080	5000 (V8 only)	3500			
BMW M3 E92 (08-13)	1090	3999	3300	2 X 40mm diameter hole inlet restrictor plate required.		Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty.
BMW M3 E92 (08-13)	1100	3999	3150		Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold	Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty.
BMW M235i R	1110	2979	3275			
Chevrolet Camaro Gen 6 ('16-'23) Including SS, SS 1LE	1120	LT1 Gen5 - OEM- 6160	3400	70mm - Flat Plate	VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear	Any option of OEM Aero parts may be used as basis of aero measurements. ZL1 1LE Hood, Front Bumper, Fenders, Splitter Allowed
Chevrolet Camaro Gen 5 ('10-'15) Including SS, Z28	1130	LS3 OEM- 6160	3550		May resleeve any LS block to LS3 bore/stroke for Engine replacement.	Any option of OEM Aero parts may be used as basis of aero measurements.

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Chevrolet Corvette C6 ('05- '13) - Includes Z51, GrandSport, Z06, Z06 Carbon	1140	LS2 - 6000	3300	72mm - Flat Plate		Steel or Aluminum Frame may be used with any engine. Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs
	1150	LS3- 6160	3400	61mm - Flat Plate	May resleeve any LS block to LS3 bore/stroke for Engine replacement.	
	1160	LS7- 7008	3450	53mm - Flat Plate	May resleeve any LS block to LS3 bore/stroke for Engine replacement.	
	1170	LS2 - OEM 6000	3200		May resleeve any LS block to LS3 bore/stroke for Engine replacement.	
	1180	LS3 - OEM- 6160	3300	75mm - Flat Plate	May resleeve any LS block to LS3 bore/stroke for Engine replacement.	
	1190	LS7- OEM- 7008	3450	70mm - Flat Plate	May resleeve any LS block to LS7 bore/stroke for Engine replacement	
Chevrolet Corvette C7 ('14 - '19) - Includes Z51, Grandsport	1200	LT1 Gen5 - OEM- 6160	3450	72mm - Flat Plate	VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear	Any option of OEM Bodywork parts may be used as basis of aero measurements. Allowed Z06 Center Spoiler "Fence"
Chevrolet Corvette C8 ('20- 23) - Includes Z51	1210	LT2 - Gen5 OEM- 6160	3600	70mm - Flat Plate	VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear	Any option of OEM Bodywork parts may be used as basis of aero measurements.

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Dodge Viper ACR / SRT RT-10	1350 *Spec line Expires 12/23*	8400 OEM	3550	(2) 55mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper ACR/ACR-X	1360 *Spec line Expires 12/23*	7990	3400	50mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper ACR/ACR-X	1370 *Spec line Expires 12/23*	8300 OEM	3500	(2) 47mm flat plates	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed.

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Dodge Viper ACR/ACR-X	1380	8400	3650	(2) 33mm flat plates		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 33mm flat plate restrictors.
	1390	8400 OEM	3600	(2) 60mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.
Ferrari 360	1400 *Spec line Expires 12/23*	3600	3000	65mm flat plate		
Ferrari 430	1410 *Spec line Expires 12/23*	4310	3400	52mm flat plate		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. Non-OEM rear wing / splitter reduce restrictor by 5 mm.

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Ferrari 430 Challenge	1420 *Spec line Expires 12/23	4310	3450	52mm flat plate	Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications	As homologated. DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5mm. No other touring modifications or allowances permitted.
Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S	1430	Coyote, Boss 302 (11-17)-4957	3475	65mm - Flat Plate	Any Coyote 5.0 Block may be used for rebuild/replace	Any parts or variations from 302S, 302R, FR500C, FR500S Programs may be used. Boss302S Rear wing that is above roof line may be used with 302S Endplates. Adjustable cambered axle allowed using OEM 8.8 Differential. Aftermarket K members permitted. Firewall must not be relocated for engine installation.
	1440	Cammer-5000	3350		Used in Grand-Am GS from 2005-2010	
	1450	4.6 - 3 Valve	3300		Ford Racing Inake Manifold Allowed	
	1460	Coyote, Boss 302 - OEM- 4957	3425		Boss Intake Manifold Permitted. Any Coyote 5.0 Block may be used for rebuild/replace	
	1465	5800	3120		Windsor - Pushrod	

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Ford Mustang S550 ('15-'22) Includes GT, Performance Pack 1/2, Bullet, Mach-1, GT350	1470	Coyote(15-17)-OEM-4957	3425		Any Coyote 5.0 Block may be used for rebuild/replace	
	1480	Coyote Gen 3(18-22) - OEM- 5038	3500	80mm - flat plate		
	1490	Voodoo (16-21) - OEM- 5160	3550	75mm - flat plate	Cross Plane Crankshaft permitted. Must meet OEM compression and stroke requirements.	
	1500	Coyote Gen 4 ('23-)- OEM- 5038	3550	2 x 50mm - flat plate		
Ford Mustang S650 ('23-) Including GT, Darkhorse	1510	2000	2400	2 x 50mm - flat plate		Not eligible at this time. Pending further Specs.
Mazda MX-5 (06-15)	1520 *Spec line Expires 12/23*	2300	2400	37mm TIR		
	1530 *Spec line Expires 12/23*	2300	2700			
Mazda RX-7	1540 *Spec line Expires 12/23*	3982	3400	44mm TIR	13B Rotary	A single Garrett Turbo #3076 permitted.

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Nissan GTR	1550 *Spec line Expires 12/23*	3800	3520	HP controlled with required program	SRO Power level 2 2019 map required.	The car must be raced as FIA homologated. Must participate at 3 Super Tour races to establish Runoffs eligibility. Visual verification of "SRO power level 2" on dashboard required. Must conform to DOT tire rule.
Nissan 350/370Z	1560 *Spec line Expires 12/23*	3700	3400	(2) 35 28mm TIR	Must use OEM GTR twin turbochargers.	
Nissan 370Z Supercharged	1570 *Spec line Expires 12/23*	3500	2450			Stillen supercharger kit 407770T allowed. Supercharger pulley diameter: 80mm +/- 3mm OEM crank pulley diameter: 146mm +/- 3mm
Nissan 350Z	1580 *Spec line Expires 12/23*	3700	2600			
Nissan 350Z/370Z	1590 *Spec line Expires 12/23*	3400	2750		12.5:1 maximum compression allowed.	
Porsche Cayman/S/GTS (05-15)	1600 *Spec line Expires 12/23*	3600	2800			
	1610 *Spec line Expires 12/23*	3800	2850			

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	1620 *Spec line Expires 12/23*	3800	2900		Must meet OEM specifications.	
Porsche Cayman GTS (2011)	1630 *Spec line Expires 12/23*	5400	3200			Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. No other touring modi- fications or allowances permitted beyond the noted VTS and these spec line allowances.
Porsche 928 S4/ Porsche 928 GTS-R	1640 *Spec line Expires 12/23*	3600	3000			Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other allowances beyond those described in the VTS allowed.
Porsche 996	1650 *Spec line Expires 12/23*	3600	3300			GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed. 996 Cup Replica Rear deck lid allowed.
Porsche 996 TT OEM	1660 *Spec line Expires 12/23*	3600	3000	(2) 31mm TIR	Alternate turbo Evolution Motorsports per- mitted, part #TBD	

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Porsche 996 GT3 Cup (98-04)	1670	3600	3000			<p><i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free.</i></p>
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						<p><i>Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. No other touring modifications or allowances permitted except as noted in this spec line.</i></p>
Porsche 997	1680 *Spec line Expires 12/23*	3800	3200		GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed.	
Porsche 997	1690	2457	3000		GT3 Cup not allowed.	GT3 Cup not allowed. OEM PDK allowed.

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<i>Subaru WRX, WRX STI 2005-2020</i>	<i>1700 *Spec line Expires 12/23*</i>	<i>2500</i>	<i>3000</i>	<i>46 mm TIR</i>	<i>Alternate Turbo Permitted</i>	
<i>Toyota Celica All-Trac</i>	<i>1710 *Spec line Expires 12/23*</i>	<i>2000</i>	<i>2900</i>	<i>46 mm TIR</i>	<i>Alternate Turbo permitted.</i>	
	<i>1710 *Spec line Expires 12/23*</i>	<i>2300</i>	<i>2900</i>	<i>46 mm TIR</i>	<i>Alternate Turbo permitted.</i>	
<i>Toyota Supra MK4</i>	<i>1720 *Spec line Expires 12/23*</i>	<i>2997</i>	<i>3000</i>		<i>Unrestricted OEM twin turbo chargers per- mitted or any single turbo permitted with a 43mm turbo inlet restrictor.</i>	<i>Shine Auto Project: Front bumper (p/n: JZA80-FB-R), Front splitter (p/n: JZA80-FD-R), Sideskirts (p/n: JZA80-SS-R), Front Fend- ers (p/n: JZA80-FFND-R), Rear fenders (p/n: JZA80-RFND-R) are permitted."</i>

Taken Care Of

GCR

1. #33489 (Jim Rogaski) Remove Recent Rule Change to GCR 7.4.B. CSA Automatic Point
Thank you for your letter. Please see letter # 33271 in current Fastrack.

T1

1. #33403 (James Candelaria) Request to Classify the BMW M4GT4
Thank you for your letter. This topic was discussed with the competitor. Please reference the upcoming T1 rules set.

T2

1. #33463 (Gamaliel Aguilar Gamez) BMW M235iR/M240iR Allowed Aftermarket Tune for Touring 2
Thank you for your letter. Please see letter #33464 in current Fastrack.

T2-T4

1. #33061 (Ben Slechta) Nissan 350Z Upper Control Arms
Thank you for your letter. Please see letter #33020 in current Fastrack.

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T3

1. #32986 (Andrew Aquilante) 2015+ Ecoboost Mustang Restrictor help

Thank you for your letter. Please see letter #33506 in current Fastrack.

2. #33022 (Patrick Price) 350Z Front Upper Control Arms

Thank you for your letter. Please see letter #33020 in current Fastrack.

3. #33024 (Richard Kulach) Front Upper Control Arm Concern for Nissan 370Z

Thank you for your letter. Please see letter #33020 in current Fastrack.

4. #33067 (James Berlin) SPC Front Upper Control Arm

Thank you for your letter. Please see letter #33020 in current Fastrack.

5. #33069 (Paul McNamara) Control arms safety concern

Thank you for your letter. Please see letter #33020 in current Fastrack.

6. #33389 (Joe Aquilante) Request to Reduce Restriction on T3 Mustang EcoBoost Turbo

Thank you for your letter. Please see letter #33506 in current Fastrack.

7. #33396 (Benjamin Slechta) Nissan 350Z Restrictor Plate Size

Thank you for your letter. Please see letter #33379 in current Fastrack.

8. #33397 (Benjamin Slechta) Nissan 350Z Tire Size Change

Thank you for your letter. Please see letter #33379 in current Fastrack.

9. #33448 (Derek Chan) BOP Request for Nissan 350Z

Thank you for your letter. Please see letter #33379 in current Fastrack.

10. #33453 (Steve Smyczek) 370 Z Tire/Wheel Simplification

Thank you for your letter. Please see letter #33379 in current Fastrack.

11. #33462 (Gamaliel Aguilar Gamez) Request BMW Spec E46 Minimum Weight Reduction T3

Thank you for your letter. Please see letter #33464 in current Fastrack.

T4

1. #33455 (Michael LaMaina) Adding 75lbs to the NC Miata in T4

Thank you for your letter. Please see letter #32933 in December Fastrack.

2. #33483 (Jeremy Butz) MX-5 Over Restrictions in T4

Thank you for your letter. Please see letter #32933 in December Fastrack.

What Do You Think

None.

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RESUMES

1. #30403 (Ted Warning) Resume Submission to Join ASAC

Committee would consider his participation in the future when he is ready to join.

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DATE: December 20, 2022

NUMBER: TB 23-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec

1. #33270 (Kyle Keenan) Request to Split Spec Lines for Automatic Models

In B-Spec Spec Lines, change Spec Line as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Chevrolet Sonic 4dr Sedan <i>MT</i> (12-19)	80.5 x 88.2 1796	2525	3.72, 1.96, 1.32, 0.94, 0.75 or 4.45, 2.91, 1.89, 1.44, 1.00, 0.74	3.94 or 3.47	(F)10.8 (R) 9.0 drum	2650	33mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. Alternate transmission ratio's and final drive are for 6T40e automatic equipped cars only. For automatic allow Setrab 1-series Part No. FP119M221.
<i>Chevrolet Sonic 4dr Sedan AT (12-19)</i>	<i>80.5 x 88.2 1796</i>	<i>2525</i>	<i>4.45, 2.91, 1.89, 1.44, 1.00, 0.74</i>	<i>3.47</i>	<i>(F)10.8 (R) 9.0 drum</i>	<i>2650</i>	<i>6T40e automatic equipped only. 33mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221.</i>
Chevrolet Sonic 4dr Hatch <i>MT</i> (12-19)	80.5 x 88.2 1796	2525	3.72, 1.96, 1.32, 0.94, 0.75 or 4.45, 2.91, 1.89, 1.44, 1.00, 0.74	3.94 or 3.47	(F)10.8 (R) 9.0 drum	2650	34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. Alternate transmission ratio's and final drive are for 6T40e automatic equipped cars only. For automatic allow Setrab 1-series Part No. FP119M221.
<i>Chevrolet Sonic 4dr Hatch AT (12-19)</i>	<i>80.5 x 88.2 1796</i>	<i>2525</i>	<i>4.45, 2.91, 1.89, 1.44, 1.00, 0.74</i>	<i>3.47</i>	<i>(F)10.8 (R) 9.0 drum</i>	<i>2650</i>	<i>6T40e automatic equipped only. 34mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221.</i>
Honda Fit <i>MT</i> (15-19)	73.0 x 89.55 1499	2530	3.46, 1.87, 1.23, 0.95, 0.81, 0.73 OR 2.56, 0.41, Rev: 2.74,	4.63 Or 5.44 in CVT	(F) 10.3 (R) 7.9 drum	2575 (effective 01/01/23)	30mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper

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			1.38 in CVT				51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80. Allow rear sway bar Progress 62.1063. Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.
<i>Honda Fit CVT (15-19)</i>	<i>73.0 x 89.55 1499</i>	<i>2530</i>	<i>2.56, 0.41, Rev: 2.71, 1.38 in CVT</i>	<i>4.63 Or 5.44 in CVT</i>	<i>(F) 10.3 (R) 7.9 drum</i>	<i>2575 (effective 01/01/23)</i>	<i>30mm flat plate restrictor required. Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80. Allow rear sway bar Progress 62.1063. CVT cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.</i>
<i>Mini Cooper Hatchback (R50) MT (02 - 06)</i>	<i>77.0 x 85.8 1598</i>	<i>2466</i>	<i>4.10, 2.37, 1.56, 1.17, 1.00 Or CVT Variable Rev: 3.82</i>	<i>3.51 Or 5.76 in CVT</i>	<i>(F) 11.0 (R) 10.2</i>	<i>2545</i>	<i>Allow KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, Vorshlag Mini R50/53 Camber Plates & Perches allowed. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Allow rear sway bar Progress #62.0210. Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM</i>
<i>Mini Cooper Hatchback (R50) CVT (02 - 06)</i>	<i>77.0 x 85.8 1598</i>	<i>2466</i>	<i>CVT Variable Rev: 3.82</i>	<i>5.76 CVT</i>	<i>(F) 11.0 (R) 10.2</i>	<i>2545</i>	<i>Allow KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, Vorshlag Mini R50/53 Camber Plates & Perches allowed. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Allow rear sway bar Progress #62.0210. CVT equipped cars allow Setrab 50-119-7612 transmission cooler in addition to OEM</i>

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Mini Cooper (R56) <i>MT</i> (07-10)	77.0 x 85.8 1598	2466	3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or 4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic	4.35 Or 4.10 in automatic	(F) 11.0 (R) 10.2	2600	40mm FPR required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted. Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50 119 7612 transmission cooler in addition to OEM.
Mini Cooper (R56) <i>AT</i> (07-10)	77.0 x 85.8 1598	2466	4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic	4.10 in automatic	(F) 11.0 (R) 10.2	2600	40mm FPR required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.
Mini Cooper (R56LCI) <i>MT</i> (11-13)	77.0 x 85.8 1598	2466	3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or 4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic	4.35 Or 4.10 in automatic	(F) 11.0 (R) 10.2	2600	41mm FPR required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.. Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50 119 7612 transmission cooler in addition to OEM.
Mini Cooper (R56LCI) <i>AT</i> (11-13)	77.0 x 85.8 1598	2466	4.15, 2.37, 1.56, 1.15, 0.86, 0.69 Rev: 3.39 in automatic	4.10 in automatic	(F) 11.0 (R) 10.2	2600	40mm FPR required. Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.

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							<p>Front adjustable sway bar links part number 31 35 6 771 is allowed.</p> <p>Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.</p> <p>OBX header part #10-2101-2S permitted. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.</p>
--	--	--	--	--	--	--	---

2. #33350 (Frank Schwartz) Tire Rule Request

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

"Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car. *Tires must be run as delivered from Hankook.*"

Electric Vehicle

None.

Formula/Sports Racing

F6

1. #33588 (Formula/Sports Racing Committee) 593HO Alternate Piston

In F600, GCR section 9.1.1.D.14.H, change as follows:

~~"Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.D.14.I."~~
Cast replacement pistons

Only the following cast replacement pistons are permitted:

1. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.D.14.I.

2. Rotax 593 HO: Sports Performance 1 Products # 54-776PS cast replacement piston is permitted."

In F600, GCR section 9.1.1.D.14.I, change as follows:

"Forged *replacement* pistons"

In F600, GCR section 9.1.1.D.14.I, change as follows:

~~"3. Rotax 593 non HO (0.010" overbore): Rotax P/N 420889171"~~

In F600, GCR section 9.1.1.D.14.J, change as follows:

"Overbore *replacement* pistons"

In F600, GCR section 9.1.1.D.14, change as follows:

~~"K. Rotax 593 non HO engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted. Engines may be overbored as specified by Rotax so that this piston may be fitted."~~

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FA

1. #33431 (John Stowe) BDA Displacement

In FA Table 1, add a spec line as follows:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
<i>E.</i>	<i>Ford BD Series</i>	<i>1800</i>	<i>4</i>	<i>Any BD series iron or alloy cylinder block and alternate crankshaft permitted.</i>	<i>n/a</i>	<i>1280</i>

FC

1. #33634 (Club Racing Board) E&O 9.1.1.B.16.j

In FC/FF, GCR Section 9.1.1.B.16.j., change as follows:

"ECU: Either the Pectel T2 ECU or the Performance Electronics PE3-8400 ECU is required. Cars that use the Pectel T2 ECU must have an accessible and operable communications port for a stereo jack; cars that use the PE3-8400 ECU must have an accessible and operable communications port for an ethernet connection. The SCCA tune-file/map for the Pectel T2 and PE3-8400 on the official SCCA website is required. The PE3-8400 tune-file/map must be loaded with PE3-8400 Monitor firmware V3.04.5035. Competitors may be required to cycle the master switch to kill the engine at the request of a steward on the grid before a qualifying session or race."

P1

1. #33615 (Michael Devins) November 2022 Rules Clarification for Suspension Covers

In P1, GCR section 9.1.8.B.D.1, effective 3/1/23, change as follows:

"Body panels intended to cover suspension components as viewed from the side and above must not be shaped as an airfoil cross-section or create a pressure differential from the action of air flowing over the upper and lower surfaces of the panel. *Upper and lower panel surfaces must be symmetrical (mirror images) across a straight line connecting the center of the leading edge with the center of the trailing edge. Leading and trailing edges may be rounded. Panel angle front to rear and side to side is unrestricted, but it is not permitted to angle the body panels for the purpose of providing aerodynamic downforce on the car.*"

P2

1. #33378 (Benjamin Cooper) Request to Classify Sebeco NP01

In P2 Table 1, change as follows:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>Sebeco NP01-EVO, Elan NP01</i>	<i>102/TBD</i>	<i>1600 lb</i> 2000cc <i>2000 cc</i>	P2 Engine Table Spec Line E stock Mazda 2.0L MZR	<i>42mm</i> <i>Not required</i>	Body, front splitter, and rear wing must be either OEM or P2 compliant. <i>Car must conform with NASA Prototype Series (NP01-EVO) Official 2022 National Rules June 7, 2022, Version 1.2, found here: https://www.scca.com/pages/technical-forms-and-downloads, except as follows: Hoosier R7 tire.</i>

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In P2 Engine Table, change as follows:

P2 Engine Table							
Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width	Min. Weight (Lbs)	Notes
					70in-78.74in width		
E	4 cycle 4 cyl auto based	2000	4	42mm		1350	Approved engines list: MZR/Duratec, Honda K 20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. <i>For Sebeco NP01-EVO and Elan NP01 Mazda 2.0L MZR, see line E, note 3 below.</i> Group CN non-composite chassis with stock Honda K20A-FD2 must use stock Honda intake manifold with 64mm single throttle body with 50mm flat plate intake restrictor at 1500 lbs. minimum weight. No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: https:// www.scca.com/pages/technical-forms-and-downloads . Balancing, porting, and polishing are prohibited. Engine rebuilds that include valve jobs and/or cylinder honing must strictly adhere to published factory service procedures.

Line E Note 3: Sebeco NP01-EVO and Elan NP01 Mazda 2.0L MZR

1. Must conform with NASA Prototype Series (NP01-EVO) Official 2022 National Rules, June 7, 2022, Version 1.2, found here: <https://www.scca.com/pages/technical-forms-and-downloads>.

2. Intake system: 60 mm Sebeco NP01 or Elan NP01 intake.

3. No restrictor.

4. 1600 lb minimum weight.

5. Sebeco NP01-EVO and Elan NP01 may run either set of camshafts below:

a. Sebeco NP01-EVO: PL 1363 Intake Cam Part Numbered NP01 xxi, PL 1364 Exhaust Cam Part Numbered NP01 xxi, where xxi = two-digit sequential numbers from 01 onwards.

b. Elan NP01: Stock Mazda Part Nos., intake L3E3-12-420, exhaust L3E3-12-440.

2. #33485 (Jeff Barrow) Radical spec line clarifications

In P2 Table 1, Radical SR3/SR4 spec line, make the following change:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000 lbs. 1005cc max.		37.5mm	Radical wing or P2 class compliant wing and end plate. Radical rear diffuser permitted. <i>Radical</i> Assisted shifting permitted.
		Stock Engine 1300 lbs. 1005 < 1370cc max.		40.5mm	
		Stock Engine 1160 lbs. 1370cc max.		40.5mm	

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In P2 Table 1, Radical SR3 Radical Cup spec line, make the following changes:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>Radical Cup series</i> Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission <i>1340cc or 1500cc</i>	Unrestricted <i>Not required</i>	<i>Car must conform with Radical Cup North America Technical Regulations except as follows:</i> Radical wing or P2 class compliant wing and end plate permitted. <i>Wheels and tires are open. Brakes are open and must be P2 class compliant.</i> Radical rear diffuser permitted. <i>Radical</i> Assisted shifting permitted.

In P2 Table 1, Radical Club Sport, Pro-Sport, PR6 spec line, make the following changes:

P2 Table 1 (Spec Line Cars)					
Radical Club Sport, Pro-Sport, PR-6		Stock Engine 1000 lbs. 1005cc <i>max.</i>		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Radical</i> Assisted shifting permitted.
		Stock Engine 1160 lbs. 1370cc max.		40.5mm	

3. #33519 (Club Racing Board) E&O original class intent

In P2, GCR section 9.1.8.A.1, change as follows:

~~"Chassis fully composed of composite structural materials or chassis partially composed of composite materials that is not capable of rolling on its wheels without the composite materials being installed."~~

In P2, GCR section 9.1.8.C.C.1, change as follows:

~~"Allow for any form of chassis construction except fully composite chassis incorporating composite structural materials. A chassis partially composed of composite materials must satisfy the requirements of section 9.4.5.A, B, C, E, F, and be capable of rolling on its wheels without the composite materials being installed. Both tube frame and aluminum or steel monocoque chassis construction are allowed."~~

In P2, GCR section 9.1.8.C.2, change as follows:

~~"Anti-intrusion panels are allowed anywhere on the sides of the chassis. Materials and attachment are is unrestricted. Attachment points must be at least 15cm (5.906 inches) apart center to center using fasteners no larger than 6.5mm (0.256 inches) diameter."~~

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In P2 Table 1, add the following:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>Stohr First Gen, Stohr WF1, West WR1000, West WX10</i>	<i>97/56</i>	<i>See P2 Engine Table</i>	<i>See P2 Engine Table</i>	<i>See P2 Engine Table</i>	<i>Fully bonded composite anti-intrusion panels permitted with unrestricted attachment; car must be compliant with all other P2 requirements; no restrictions on car development within the P2 rules</i>

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F600 cars spec line, change the notes as follows:
 "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in chord of single or dual element; unrestricted end plate on end mounted wings; *attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC*. Converted F600 cars must retain suspension compliant with F600 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

In P2 Table 1, AMAC-AM5, Fox-2-Seater, Zephyrus, Decker 1/2 spec line, change the notes as follows:
 "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in chord of single or dual element; unrestricted end plate on end mounted wings; *attachment of aluminum anti-intrusion panels less than 0.065 inch thickness between front bulkhead and dash roll hoop bulkhead is unrestricted on the AMAC-AM5*. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches."

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4. #33608 (Club Racing Board) Update Engine Table Spec Line B.1

In P2 Engine Table, Spec Line B.1, change as follows:

P2 Engine Table							
Spec Line	Engine Series	Max. Displ. (cc)	Max Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width	Min. Weight (Lbs)	Notes
					70in-78.74in width		
B.1	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha, Honda, BMW	1005	4	35mm <i>Effective 3/1/23: 34mm</i>		2011 and newer Stock Kawasaki 1075 <i>Effective 3/1/23: 1100</i>	No modifications allowed on engines manufactured after 2008 model year.
						2009 and newer Stock Engine Suzuki, Yamaha, Honda, BMW 1075 <i>Effective 3/1/23: 1100</i>	
				37mm		2010 and older Stock Kawasaki 1025	
						2008 and older Stock Engine Suzuki, Yamaha, Honda, BMW 1025	
				35mm		2008 and older Modified Engine 1075	

SRF

1. #33469 (Robey Clark) Update SRF Brake Rule

In SRF, GCR section 9.1.8.D.X.g, change as follows:

"Brakes: Hawk Blue 9012 pads P/N 801993 must be used. Wilwood vented rotor P/N 800065 shall be used as delivered with no machining of any kind. Minimum thickness 12.20mm (0.481"). ~~The 1985 Renault Alliance solid front rotor (Reference: Bendix PRT1318 or Centrix 121.11004) may be used on front, rear, or both axles, but each axle must be paired to the same type rotor.~~ *The Renault Alliance solid front rotors may not be used.* Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 or P/N 1196185. Original caliper pistons may be replaced with vented caliper piston P/N 1196184; no other modification allowed. Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper."

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GCR

GCR

1. #33612 (Club Racing Board) 9.3.45 Clarification

In Cars and Equipment, GCR section 9.3.45, add the following:

"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 is not permitted once the tire has left the manufacturer. Grooving or re-grooving of non-DOT tires is permitted unless otherwise stated in class-specific rules. Recapping of tires is not permitted 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

None.

Grand Touring

GT2

1. #33337 (Evan Slater) Request Permission to Use a Substitute Turbo

In GT2 Engines - Porsche, Engine Type SOHC with 2478 Displacement, change Notes as follows:

"2V only: May use Borg Warner EFR 76/70 ~~42-44mm S1R~~ **TIR or Garrett G30-660 w/44mm TIR** @2280 lbs."

In GT2 Engines - Porsche, Engine Type SOHC with 2681 Displacement, change Notes as follows:

"2V only: May use Borg Warner EFR 76/70 ~~42-44mm S1R~~ **TIR or Garrett G30-660 w/44mm TIR** @2330 lbs."

In GT2 Engines - Porsche, Engine Type SOHC with 2992 Displacement, change Notes as follows:

"2V only: May use Borg Warner EFR 76/70 ~~42-44mm S1R~~ **TIR or Garrett G30-660 w/44mm TIR** @2405 lbs."

2. #33342 (Joe Aquilante) Request to Reduce Restriction on C7 GT2 Corvette

In GT2-ST, Chevrolet Corvette (14-19) w/ Maximum Displacement L76 5967, change Restrictor as follows:

~~"70"~~ **"73"**

2. #33437 (Grand Touring Committee) GT2 Mazda 13b turbocharger part # update

In GT2 Spec Lines, Engines - MAZDA, 13B Street / Bridge Port, change Notes as follows:

"Part# EFR ~~70/76~~ **76/70** Turbocharger-~~42~~ **46**mm"

3. #33610 (Grand Touring Committee) GT2-ST BMW E36/46 spec line remove

In GT2-ST Spec Lines, BMW E36/46, add to Notes as follows:

"In the US. MA Shaw a company that also builds BMW body kits has both E36 and E46 carbon/composite door offerings E36/46: https://www.mashaw.com/html/product_info_BMW.html.

-BMW E-36 PTG style wide body kit

-M-3 front bumper with splitter

-Front fenders

-Side rockers

-Rear flairs

-Rear bumper"

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4. #33681 (Grand Touring Committee) BOP adjustment for GT2 & GT2-ST

In GT2, Porsche 991.1 GT3 Cup, make changes as follows:

~~70~~**72**mm Throttle body Restrictor (TBR)

ABS is allowed ~~with a 100lb. penalty.~~

In GT2, Porsche 991.2 GT3 Cup, make Changes as follows:

~~3100~~**3000**lbs. ~~65~~**67**mm Throttle Body Restrictor (TBR)

In GT2, Porsche 996/997.1 GT3 Cup, make Changes as follow:

ABS is allowed ~~with a 100lb. penalty.~~

In GT2, Porsche 997.2 GT3 Cup, make changes as follows:

ABS is allowed ~~with a 100lb. penalty.~~

In GT2-ST, Chevrolet Corvette (-2013), make Changes as follows:

LS1,LS6 5665 ~~75~~**78**mm flat plate

LS2 5967 ~~75~~**78**mm flat plate

LS6 5967 ~~74~~**77**mm flat plate

Stock OEM LS3 6162 ~~74~~**77**mm flat plate

LS3 6162 ~~71~~**74**mm flat plate

LT1 6162 ~~68~~**71**mm flat plate

LS7 7011 ~~65~~**68**mm flat plate

In GT2, Chevrolet Corvette (14-19), make changes as follows:

LS1,LS6 5665 ~~75~~**78**mm flat plate

LS2 5967 ~~75~~**78**mm flat plate

L76 5967 ~~70~~**73**mm flat plate

Stock OEM LS3 6162 ~~74~~**77**mm flat plate

LS3 6162 ~~71~~**74**mm flat plate

LT1 6162 ~~68~~**71**mm flat plate

LS7 7011 ~~65~~**68**mm flat plate

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In GT2-ST, Cadillac CTS/CTS-V, Chevrolet Camaro, Pontiac Fiero, Pontiac Firebird, Pontiac Solstice, make changes as follows:

LS7 7011 ~~75~~78mm flat plate or 45mm SIR

LS7 7011 ~~80~~83mm flat plate

In GT2-ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, make changes as follows:

7900 ~~3275~~3125

8000 ~~3275~~3125

OEM 8300 ~~3275~~3125

8300 ~~3275~~3125

8400 ~~3275~~3125

OEM 8400 ~~3375~~3225

GT3

1. #33609 (Grand Touring Committee) Remove Nissan VG30 engine from GT3

In GT3 Spec Lines, Engines - NISSAN, VG30, remove Spec Line in its entirety.

2. #33669 (Grand Touring Committee) GT3 Choke option effective 1-01-2023

In GT2, 3, LITE Category Specifications, GCR Section 9.1.2.F.13.m., add the following:

" For GT3 only:

1. As an option, induction system "Chokes" may be used where a SIR is required.

Said chokes shall be fitted to each barrel of carburetor/throttle body and all airflow into engine must pass through them. Choke size will be the same as listed SIR unless noted.

This option is for normally aspirated cars with SIRs only and does not apply to turbo cars with TIRs."

3. #33670 (Grand Touring Committee) GT3 2.0L choke/weight option

In GT2, 3, LITE Category Specifications, GCR Section 9.1.2.F.13.m., add the following:

"2. All 2.0 liter 4-valve non-turbo engines currently listed in GT3 shall be permitted to run without any restriction (SIR or chokes) at 2060lbs."

GTL

1. #33415 (Scott Schick) Toyota 4A-F and 4A-FE 1.6L DOHC 16V Engine Request

In GT2 Spec Lines, Engines - Toyota, add the following Spec Line:

Engines - TOYOTA

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Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4A-F 4A-FE	DOHC	81mm X 77mm	1587	Alum, Crossflow	4	73.5mm SIR	1945	

Improved Touring

None.

Legends Car

None.

Production

EP

1. #33293 (David Mead) Revise 79-85 RX7 Brake Spec Line Allowance

In EP Spec Line, Mazda RX-7 (12A/13B) (79-85), change Notes as follows:

"Level 1 dry sump, intake manifold porting permitted. ~~Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as original and weigh a minimum of 10.2 lbs.~~ 13B (only): Any 13B rotor housing and any non-turbo 6-port side and/or intermediate housing permitted. Use of differential from 94-97 Mazda MX-5/ Miata permitted."

2. #33343 (Tim Schreyer) Investigate Parity of Z3

Effective 4/1/2023 In EP Spec Line BMW Z3 2.5L, change Notes as follows:

"~~58~~56mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body."

3. #33405 (Joe Harlan) Request alternate carburetors for EP 280z

In EP Spec Lines, Nissan 280Z, change Carburetor. No. & Type as follows:

"(2) ~~Hitachi-SU (1bbl) 46mm throttle bores, or f~~Fuel injection."

4. #33434 (Aaron Downey) Fuel Injection 12a Mazda RX3

In EP Spec Lines, Mazda RX-2, change Carburetor. No. & Type as follows:

"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold",~~ or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y" manifold."

In EP Spec Lines, Mazda RX-3 & 3SP (72-78), change Carburetor. No. & Type as follows:

"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold",~~ or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y" manifold."

In EP Spec Lines, Mazda RX-4 (74-78), change Carburetor. No. & Type as follows:

"(1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold"~~

In EP Spec Lines, Mazda RX-7 (12A/13B) (79-85), change Carburetor. No. & Type as follows:

"12: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold, ~~or (1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold",~~ or (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y"

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manifold. 13B: (1) Auto-type 2 bbl w/ 42mmchoke(s) on a "dual-y" manifold, (1) 2 bbl fuel injected throttle body w/42mm choke(s) on a "dual-y" manifold, or stock 13B fuel injection."

5. #33436 (Aaron Downey) Mazda RX3 - Weight Reduction

In EP Spec Lines, Mazda RX-2, change Weight as follows:

"~~1950~~1900

*~~1999~~1948

**~~2048~~1995"

In EP Spec Lines, Mazda RX-3 & 3SP (72-78), change Weight as follows:

"~~1950~~1900

*~~1999~~1948

**~~2048~~1995"

In EP Spec Lines, Mazda RX-4 (74-78), change Weight as follows:

"~~2100~~2050

*~~2153~~2101

**~~2205~~2153"

6. #33460 (Jeff Young) Request TR8 Dry Sump Allowance

In EP Spec Lines, Triumph TR8 (78-81), add to Notes as follows:

"**Dry sump is allowed.**"

7. #33611 (Bill Coffey) 280ZX Classification Request

In EP Spec Lines, add a spec line as follows:

EP	Prep Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 280ZX (79-83)	2	2425 * 2486 ** 2546	6 cyl SOHC	86.1 x 79.0 (3.39 x 3.11)	2760 (168.4)	Iron	Alum	(I) 44.2 / (1.74) (E) 35.3 / (1.39)	Fuel Injection	2320 / (91.3)	1488 / 1483 (58.6 / 58.4)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	5	252 / (9.92) Disc 269 / (10.6) Disc		Stock Throttle Body ID	Comp. Ratio limited to 12.0:1. Valve lift limited to .500".

HP

1. #33127 (Neil Verity) MGB HP Weight Break and/or Hybrid 1/2 Prep in HP

In HP Spec Lines, MGB & MGB-GT, change Weight as follows:

"~~2050~~2000

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* ~~2101~~ **2050**

** ~~2153~~ **2100"**

In HP Spec Lines, create new spec line as follows:

HP	Prep Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
MGB & MGB-GT	1/2	2175	4 cyl OHV	80.3 x 88.9 (3.16 x 3.50)	1798	Iron	Iron	(I) 41.4 / (1.63) (E) 34.3 / (1.35)	(2) 1.50" SU	2311 (91.0)	1346 / 1351 (53.0 / 53.2)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	4	(F) 273 / (10.7) Disc (R) 254 / (10.0) Drum		N/A	Comp. Ratio limited to 11.0:1. Valve lift limited to .450".

2. #33568 (Brian Downey) Datsun 510 Help

In HP Spec Line, Nissan/Datsun PL510, change Weight changes:

"~~1960~~ **1910**

* ~~2009~~ **1958**

** ~~2058~~ **2006"**

Prod General

1. #33600 (Production Committee) Review Limited Prep Port Matching Rules

In Production Category Specifications, GCR section 9.1.5.E.2.e.5., change as follows:

"Cylinder head ports may be matched to the intake **and exhaust** manifolds to a depth of no more than 1 inch from the port mating surface."

Spec Miata

1. #32309 (Spec Miata Committee) BOP for NB1 and NB2

In SM Spec Lines, Mazda MX-5 / Miata (01-05), change Weight as follows:

"~~2425~~ **2450**

or

~~2440~~ **2465** with alternate bore"

Super Production

None.

Super Touring

STL

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1. #33473 (Tom Bogar) Spec MX5 in STL

In STL, Table B: Alternate Vehicle and Engine Allowances, Mazda Spec MX5 Challenge, change notes as follows:

"ACT clutch 0000-02-5004-G6, wheels 17x8 #0000-04-5706-GM, # 0000-04- 5706-SL, and Toyo RR 235-40-17 dry, Toyo RA1 235-40-17 wet. *Alternative tires on 17x7 wheels per STL rules.* No other Super Touring modifications or allowances permitted except as noted in this spec line."

Touring

T1

1. #33632 (Touring Committee) GT4 section to Current T1 Rules.

In T1, Spec Lines, add the following Spec Lines to the current spec lines:

Touring 1 - GT4

Make & Model	Spec Line Number	Tire Size (max)	Min. Weight with driver (LBS)	Must Conform To	Performance Control	Chassis Notes
Aston Martin Vantage AMR GT4	4010	315	3575	SRO GT4 2022 Rules	SRO power level ECU Map 3	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Audi R8 GT4	4020	315	3550	SRO GT4 2022 Rules	Power level 2020, 44mm SRO Compliant restrictor	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
BMW M4 GT4	4030	315	3500	SRO GT4 2022 Rules	Gold power stick	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Ford Mustang GT4	4040	315	3550	SRO GT4 2022 Rules	63mm SRO compliant restrictor	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Maclaren 570S GT4	4050	275 (f) 315m (r)	3450	SRO GT4 2022 Rules	SRO 2019 BOP ECU map	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Mercedes AMG GT4	4060	315	3450	SRO GT4 2022 Rules	SRO 2019 Power level 2	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Porsche 718 Cayman GT4 CS MR	4070	275 (f) 315m (r)	3200	SRO GT4 2022 Rules	SRO ECU map 2020	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Porsche 718 GT4 RS Clubsport	4080	275 (f) 315m (r)	3450	SRO GT4 2022 Rules	Restrictor 54mm	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**
Toyota Supra GR GT4	4090	315	3350	SRO GT4 2022 Rules	Blue power stick	**NOT YET ELLIGIBLE FOR RUNOFFS COMPETITION (Q.2)**

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Touring 1 - Homologated Cars						
Make & Model	Spec Line Number	Tire Size (max)	Min. Weight with driver (LBS)	Must Conform To	Performance Control	Chassis Notes
BMW M2 ClubSport Racing	4100	315	3400	Must meet factory specs	BMW 450 hp black power stick.	Permitted to run with windows up.
Chevrolet Spec Corvette	4110	Must comply with Spec Corvette tire rules	3200	Cars must comply with all Spec Corvette rules dated 3-1-21 including fuel.		No tire treatment or rubber softeners are permitted.
Ford Mustang FP350S 2017	4120	315	3500 lb	Must meet factory specs	75mm flat plate	VIN not required. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. Shocks conforming to T1 rules permitted. Alternative rear toe links permitted.

T2

1. #33464 (Gamaliel Aguilar Gamez) BMW M235iR/M240iR Aftermarket 2WNR Shocks Allowed - Touring 2

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

Weight: "~~3400~~3350"

Notes: "DOT approved tires required. All other components must be as homologated from BMW Motorsports. No other changes or Touring rule allowances permitted *unless specified below*. Must conform to World Challenge VTS 2/25/2016 rev.2. 240iR/Evo package permitted. 240iR permitted. Must run DOT tires. *T2 compliant shocks permitted. Alternative tune permitted.*"

T2-T4

1. #33617 (Club Racing Board) Touring (T2-T5) Category

In GCR, CARS AND EQUIPMENT, section 9.1.9. TOURING CATEGORY CLASSES: add the following:

"*Touring 5* (T5)"

In GCR, Section 9.1.9.2. Touring (T2-T5) Category, change as follows:

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"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T5 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4~~5~~ car and conform to their specification line allowances as classified. T5 is a Regional only class."

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

"T2-T4~~5~~ only:"

In GCR, Section 9.1.9.2.D.7.b., add as follows:

~~"T5 has a maximum tire size of 225/45."~~ T5 has a maximum tire width of 225 and a minimum aspect ratio of 45."

2. #33651 (Club Racing Board) ENO 9.1.9.2.D.1.e.1.a.

In GCR Touring (T2-T5) Category Specifications, Section 9.1.9.2.D.1.e.1.a, change as follows:

"A maximum of 3.5 degrees of negative chamber is allowed on front and rear suspensions."

T3

1. #33020 (Derek Chan) 350z SPC Upper Control Arm Safety Concerns

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

"The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A, Nissan Motorsports. Nissan heavy duty spring kit part #99996-65Z30US, Front sway bar max 37mm. Rear sway bar max 25mm. *Performance alternative front upper control arms permitted.* SPC Control Arms ~~72130, 72125, or 72123~~ are allowed. Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two 42mm flat plate restrictors required. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Nissan brake part numbers NISMO Race Front Caliper Kit 41001-FR350, NISMO Front Rotor-RIGHT 40206-SZ350, NISMO Front RotorLEFT 40207-SZ350 permitted. 44011-RC350 rear caliper kit permitted, 43206- SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

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

"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Two 42mm flat plate restrictors required. *Performance alternative front upper control arms permitted.* SPC Control Arms ~~72130, 72125, or 72123~~ are allowed. Max spring rate of 700 lbs/in front and rear. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Any swaybar up to 37mm front and up to 30mm rear allowed. 44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted."

2. #33379 (Derek Kulach) Request Help for 350z

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

Wheel Size: "~~18 x 9 (F)~~ 18 x 10 (R)"

Weight: "DE Motor: ~~3250~~3200 HR Motor: ~~3325~~3275"

Notes: "~~42mm~~44mm flat plate restrictors required."

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

Wheel Size: "~~19 x 9 (F)~~ 19 x 10 (R)"

Weight: "~~3375~~3275"

3. #33506 (Scotty B White) Ecoboost Acknowledgement

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

"~~34mm~~35mm TIR required"

T4

1. #33294 (Mathew Milford) Allowable Springs and Sway Bars for 06-11 Civic si Spec Line

In T4 Spec Lines, Honda Civic Si (06-11), add to Notes as follows:

"Sway bars up to 32mm front and rear permitted. Springs allowed up to 700 pounds."

JUDGMENT OF THE COURT OF APPEALS
Fred Brinkel vs. SOM COA Ref. No. 22-11-NE
December 20, 2022

FACTS IN BRIEF

On September 4, 2022, at the MARRS Labor Day Event at Summit Point, Chris Current Assistant Chief Steward, submitted a Request for Action (RFA) to review a contact incident between Bruce Shelton, driver of GT Pinto (GTP) #11, and Donald Walsh, driver of E Production (EP) #47, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), Russell Gardner, Jim Harrison, Jerry Wannarka, and Scott Malbon (Chairman), met, reviewed video evidence, and heard testimony from only Mr. Walsh. The SOM determined Mr. Shelton violated GCR 6.11.1.A. and B. and penalized him with probation for three event weekends and placed 3 points on his competition license. Fred Brinkel, Chief Steward, upon finding Mr. Shelton was not heard by the SOM, appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Jeffery Niess, and James Foyle (Chairman) met on November 10, 2022, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Fred Brinkel, received September 13, 2022.
2. Official Observers Report and related documents, received September 27, 2022.
3. Videos from EP #47 and following cars, received September 27, 2022.
4. Email from Mr. Shelton, received October 7, 2022.
5. Hearing and Decision of new SOM court, received October 24, 2022.
6. Letter from Mr. Brinkel, received November 7, 2022.

FINDINGS

The COA verified Mr. Shelton was not given the opportunity to be heard by the first court, as directed by GCR 8.2. (Each party or witness must be heard separately and privately.) The COA requested the Chairman of the Stewards Program (Ken Blackburn) appoint a new SOM court to investigate and rehear the RFA, per GCR 8.4.5.A.2. (The Court may order a rehearing...).

The newly appointed SOM court, Kevin Coulter, James Rogerson, and Michael West (Chairman) conducted a hearing and found Mr. Shelton violated GCR 6.11.A. (Avoid contact), B. (Provide racing room), and D. (Passing responsibilities), and penalized him with probation for three road racing weekend events and placed 3 points on his competition license.

Mr. Brinkel elected to withdraw his appeal.

DECISION

The Court of Appeals accepts the withdrawal of Mr. Brinkel's appeal and returns it unheard. The appeal fee will be returned.

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CLUB RACING BOARD MINUTES | January 3, 2023

The Club Racing Board met by teleconference on January 3, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #33647 (Brian Bourne) Discussion of Proposed EV Rules

Thank you for your letter. (Response to be finished by this weekend by Paul Messier)

F6

1. #33593 (Rick Eskola) Allow the #420924502 Rotary Valve in Rotax Model 494 Engine

Thank you for your letter. Please see the response to letter #33584 in this Fastrack's Technical Bulletin.

GCR

1. #33481 (Kristen Moore) Awards and Trophies Request

Thank you for your letter. The definition of a trophy or award can be written into the event supplemental regulations to help address your options.

General

1. #33657 (Chad Cheshire) Electronic Log Books

Thank you for your letter. This information is tracked and available to stewards.

GT1

1. #33594 (Jeremy Schwarz) Weight Penalty - TA

Thank you for your letter. You are incorrect in your interpretation. If you a competitor decides to add a front nose diffuser to an otherwise GT1 compliant body, it's a 50 lb. weight penalty. If a competitor chooses to add anything else that T/A now allows aero-wise, either in addition to, or instead of the nose diffuser, it's a 100 lb. weight penalty.

GT2

1. #33112 (Sterling Cole) Request for Amendment for 13B Turbo Rotary Engine Classification

Thank you for your letter. Please response to letter #33080 in current Fastrack.

2. #33330 (Luis Rivera) Runoffs Performance of Turbo Rotary

Thank you for your letter. Please see the response to letter #33080 in current Fastrack.

T1

1. #33692 (David Mead) T1 Mazda RX7 Classification Weight

Thank you for your letter. Please refer to GCR 9.3.7. in GCR.

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T2

1. #33354 (Clark Cambern) Add American Sedan Challenger Spec Line

Thank you for your letter. Please submit VTS sheets for this car. Be specific about the modifications that are currently done to the car, so we can determine if it fits well in Touring.

T2-T4

1. #32802 (Ben Jacobs) Request to classify the new Civic SI FE1 factory race car

Thank you for your letter. We would class the Civic SI FE1 in T3 (without the wing pictured). Please provide VTS info.

T3

1. #32749 (Kelly Peebles) Request guidance- my car is a pig/has a gearing issue

Thank you for your letter. We recommend meeting up with other friendly racers at an event and see what advice they can give you in person. They'll have a better idea of where you can make improvement. They'll have an opportunity to look over your car and suggest setup issues. They may also have a chance to remark on your driving, marks and consistency. Good luck, have fun.

Not Recommended

EV General

1. #33627 (Charles Sinkler) SCREV Battery Construction

Thank you for your letter. Improper assembly of cylindrical cells or individual pouch cells into modules/packs presents a unique safety hazard, especially in electrified vehicles. The design, assembly, and manufacture of the pack or module requires significant engineering design and quality control during assembly to ensure the safety of the pack or module electrical load and use over time. This includes mechanical design, electrical isolation, thermal considerations, and cell connections to name a few. In the case of an isolation breakdown or loose cell connection internal to the module or pack, the design and assembly of the pack is critical as the Battery Management System/Insulating Measurement Device cannot stop the reaction that could lead to a RESS/Battery Pack fire. Although the SCCA recognizes that some members may have the capacity to perform sufficient design and quality assembly of cells to create a safe pack or module, the capacity to verify and inspect such as pack or module by on-track inspection or homologation is not practical at this time. Use of commercially available pack or modules provides an opportunity for a competitor to design a custom energy store for their vehicle by leveraging the "built-in" engineering needed to design and assembly the pack or module. This also simplifies the inspection needed of the custom energy store.

The EVAC has also surveyed various commercially available packs/modules and determined that custom assembly of cylindrical cells or pouch cells is not required to build a competitive energy store for electrified vehicle in the various SCCA programs.

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F6

1. #33661 (Carl Wassersleben) Decrease Weight in F600 W/593HO

With regard to performance parity of the Rotax 593 HO with the 600cc motorcycle-based engine cars, the Club Racing Board has been carefully monitoring class performance at selected U.S. Majors Tour events as well as at the Runoffs, and no clear advantage has been evident for either drivetrain so far. We will continue to monitor performance and plan to expand data collection to other tracks this year. Although the effect of adding or removing weight can sometimes be difficult to discern, a definite correlation between weight and lap times exists, and it has been shown to be a good way to fine-tune performance balancing. To date, we have not received reports of or observed unusual or extraordinary weight-related chassis failures. In general, chassis age and adding weight, power, better tires, and heavier power plants each could contribute to additional stresses on a chassis. As an alternative to meeting minimum weight purely by adding ballast, a higher minimum weight can help to alleviate the negative effects of such additional stresses on the chassis by allowing the cars to run more structurally sound frames and strengthened components as the performance increases, which often increases weight organically and overall adds safety.

GCR

1. #33321 (James Blumenfeld) Creating a specialty for the pace car team

Thank you for your letter and your work as a pace car driver. The Club Racing Board does not recommend creating a separate pace car driver specialty, which would involve preparation of a manual, appointment of several divisional administrators, and implementation of other administrative requirements. Under the current rules, pace car drivers are approved by the Race Director or Chief Steward and take active direction from the Operating Steward. The CRB is not aware of any problems with this arrangement of responsibilities. Establishing a common set of pace car procedures is not feasible because each track has unique characteristics and requirements, including where to enter and exit the track, proper speeds to maintain in various areas of the track, and appropriate methods for controlling individual run groups. The CRB believes the GCR's current rules on principal officials' approval and direction of pace car drivers, pace car operating procedures, and pace car driver qualifications are adequate as written.

GT2

1. #33080 (Luis Rivera) Re-evaluation of turbo classification

Thank you for your letter. As requested however a *BW7670* or *Garrett G30-60 w/46mm TIR* may be used. In addition to these choices, alternate turbos with similar HP capacity may be considered. Please see letter # 33729 in current Fastrack.

2. #33510 (Michael McAleenan) Request to classify McLaren 570s in GT2-ST

Thank you for your letter. This car exceeds GT2-ST performance perimeters. The CRB suggest that you request classification in GTX.

3. #33602 (Nathan McBride) Porsche 992 Classification Request

Thank you for your letter. It is not recommended for GT2 to be added to GT1 w/GTX rules for Porsche 992 @2950lbs. Please see letter # 33730 in current Fastrack.

4. #33635 (Ian Barberi) VAC 97mm Crankshaft for S54

Thank you for your letter. Your request is not consistent with GT2-ST class philosophy.

GT3

1. #33655 (Sean Benson) Request to Classify 93 Eagle Talon TSI Turbo

Thank you for your letter. AWD is not consistent with GT3 class philosophy.

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HP

1. #33652 (Eric Vickerman) Request for Comp. Adj.: Austin Healey / MG / BLMI LP1275 12:1 CR

Thank you for your letter. The need for a positive performance adjustment for the L2 AH/MG/BLMI 1275cc engines has been reviewed, and it is not recommended at this time, as these classifications continue to be competitive at a variety of tracks. It is well understood that the wide variety of different classifications that exist within a Production class will achieve their lap times in different ways, especially across a variety of track styles.

If the desire is to just change how these classifications "race" against their competition, and not necessarily their performance potential, then it would be reasonable to assume that any additional horsepower and straight-line ability would come at the expense of an off-setting weight increase. This has not been done before for a LP classification, as the net result is forcing its racers to build new engines with higher compression and lower reliability, and carry around more weight that will further wear on consumables, in order to net the same performance potential. The Committee simply does not feel that this is an appropriate measure to ask racers to endure, for the sake of hoping to change how their car produces a lap time.

2. #33671 (Keith Church) Request for Toyota Corolla Help

Thank you for your letter. Your letter concerning performance of the 70-74 Corolla has been reviewed, but an adjustment cannot be deemed appropriate at this time, without any new information to consider. The Committee requests that 70-74 Corolla racers participate in events, so that this request can be reconsidered with additional on-track performance observed and possible in-vehicle data collected. Please note that thirty (30) days advance notice of participation will help in the coordination necessary to install data boxes.

STL

1. #33645 (Alex Lozano) Allow Racing Beat Street Port on 13B Engine

Thank you for your letter. Request is against class philosophy.

2. #33646 (Alex Lozano) 13B Engine- Allow Turbo Engine Intake Manifold

Thank you for your letter. Please see ST general rules 9.1.4.G.1.e.2.. If the adaptor plate solution is not possible, please send in another letter.

T1

1. #33665 (Dominic Starkweather) Saleen S1 Cup car to Compete in T1

Thank you for your letter. In letter 33633, we re-wrote the T1 rules. To ensure similar on-track characteristics in T1 going forward, all future classifications will be classed at or above 3000 lbs. Please submit to GT3.

2. #33679 (Ali Salih) Please Allow for Carbon Doors in New T1

Thank you for your letter. We are hesitant to start allowing carbon parts under the new T1 rules. We are planning to collect as much data as possible for BOP purposes. We'd like to see where these cars end up before we make an allowance that causes you to spend money, especially if we end up needing to add weight later.

3. #33690 (David Mead) T1 Honda S2000 Classification Needs to be Reinstated

Thank you for your letter. The S2000 doesn't fit with multiple aspects of the T1 intent. The car had a forced induction, but was never sold with it. The car also ran well below 3000 lbs, which is the cutoff for T1 cars going forward.

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4. #33693 (David Mead) Reinstatement of early Mustang Chassis with 3.7L Engine/ Rotrex

Thank you for your letter. The 1985 Fox body is not consistent with the new direction of T1. We are working toward a class with modern USDM based models.

T2-T4

1. #33369 (Harley Kaplan) OEM Headlights

Thank you for your letter. We do not recommend allowing headlights to be removed. We suggest sourcing aftermarket alternative headlights that are similar in appearance. Having headlights is at the core of showroom-based racing. Allowing one car to remove their headlights would start a wave of similar requests.

2. #33380 (Derek Kulach) Camber Thoughts

Thank you for your letter. Recent parts allowances should improve the reliability of the camber adjustments on certain cars. The current rules for touring allow 3.5 degrees and the appropriate parts to achieve it. If we remove the camber limit, we'd start a situation where more and more suspension allowances would be needed. In that scenario, suspension parts would become BOP adjustments.

3. #33391 (Joe Aquilante) Request to Reduce Restriction on T-2 C5 Corvette

Thank you for your letter. We are watching this spec line closely and are prepared to BOP it if needed. At this point, we'd like to see more recent data.

T3

1. #32545 (Frank Garcia) Request T3 Porsche Boxster S weight reduction

Thank you for your letter. There have been recent changes to T3 cars. Please race the car where we can collect data.

T4

1. #31656 (Chris Windsor) Chris Windsor Resume

Thank you for your resume, it will be retained on file for future consideration.

2. #32661 (Brian Price) 2016-2018 ND MX-5 Header Request

Thank you for your letter. Headers are not recommended at this time.

3. #32762 (Brian Price) Request to review 2016-2018 Mazda MX-5 HP Ratings.

Thank you for your letter. We haven't seen the car in a while. Please bring it out to provide data.

4. #32878 (Ralph Porter) BMW Z4 in Touring 4

Thank you for your letter. Please bring the car out so we can collect data.

5. #33346 (Scotty B White) Heavy Cars/Mustang

Thank you for your letter. This car is capable of being competitive in T3. It is already on a FPR in T3. With a stock HP around 300, it doesn't fit in T4.

6. #33459 (Scotty B White) Request 4 mustang(s) Classification

Thank you for your letter. Please see letter # 33346 in current Fastrack.

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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. #32260 (Tom Brown) Request to rewrite control arms

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

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arms *and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed.* (Effective 3/1/2023) ~~on GM F body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

GCR

1. #32981 (National Staff) Update Participant Licensing, Event Credentials & Entries Section

Effective 3/1/2023 In Participant Licenses, GCR section 4.3, change as follows:

~~"4.3.4. Processing a Membership and License~~ Requirements

- A. A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity.
- B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.4.)
- C. *Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.*

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show his license to an official.

~~4.3.6. Required Membership and License~~

~~Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.~~

~~4.3.7. Karting License~~

~~Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (i.e. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."~~

In Event Credentials, GCR section 4.5, change as follows:

~~"4.5.3. Hazardous Areas~~ Credentials

- A. *Hazardous Area Credentials* – SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release

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and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on their membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

- B. Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.*

4.5.4. Non-Hazardous Area Credentials

~~Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas."~~

Taken Care Of

GCR

1. #33307 (Mark Waggoner) Revision of Either GCR or Timing & Scoring Manual

Thank you for your letter. This issue has been addressed by clarifying the appropriate location of the T&S start/finish camera to assist T&S with determining the correct order of finish. Please see the response to letter #33312 in the December 2022 Fastrack.

2. #33324 (Edward Capullo) Request Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

3. #33325 (Lindy Toland) Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

4. #33334 (Kent Prather) Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

5. #33336 (Tim Lyons) Request for Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

6. #33499 (Kevin Coulter) Support for Letter 33489

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

7. #33504 (Paul Gauzens) Input RE: Letter #33489

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

8. #33513 (ken Blackburn) Re-Visit GCR 7.4.B CSA Penalty Points

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

12. #33514 (Bev Heilicher) Change of Rule From TB 22-09/Runoffs Edition of the GCR

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

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GT3

1. #33478 (Grand Touring Committee) GT3 Choke option

Thank you for your letter. Please see letter # 33669 and 33670 in January 2023 Fastrack.

HP

1. #33654 (Jason Stine) Support of Letter 33652

Thank you for your letter. Please see response to Letter #33652 in current Fastrack.

T1

1. #32709 (Jeff Burck) BMW M2 CS Racing Fixed Makrolon Windows Up

Thank you for your letter. See letter # 33580 in January 2023 Fastrack, Section "R" where the following rule was adopted: "Cars built with front windows are permitted, but not required, to remove them". This rule applies to cars that were purpose built for racing with windows.

2. #33143 (Garry Crook) C8 Corvette T1LP

Thank you for your letter. Please see letter #33633 in the January 2023 Fastrack, where the T1 rules have been re-written. The LP category has been incorporated into the main body of the rules.

3. #33393 (Joe Aquilante) Idea for More participation in T1 in 2023

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

4. #33535 (Scotty B White) McLaren GT4 Car Classification Request for January

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

5. #33549 (Scotty B White) GT4 Mustang for January

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

T4

1. #32652 (Touring Committee) Remove T4 OEM wheels on spec lines

Thank you for your letter. We'll handle this on a case by case basis. Members that wish to remove an OEM wheels are encouraged to request a change.

What Do You Think

None.

RESUMES

B-Spec

1. #33694 (Steve Kaster) Submittal for B-Spec Advisory Committee

Steve Kaster has been added to the BSAC.

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DATE: January 20, 2022

NUMBER: TB 23-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec/T5

1. #33292 (Matt Wolfe) Split up Spec lines for Automatic/Manual 2nd Gen Fit

In B-Spec Spec Lines, Honda Fit (09-14), add to Notes as follows:

"Any aftermarket exhaust/header allowed for the Automatic Transmission Honda Fit."

Electric Vehicle

None.

Formula/Sports Racing

F6

1. #33584 (Scott Thorp) Allow the #420924502 Rotary Valve in the Rotax Model 494 Engine.

In F600, GCR section 9.1.1.D.14, change as follows:

"Rotax Model 494, ~~and Model 493,~~ *and Model 593 must use a* single expansion chamber and *must be equipped with electric* ~~and/or~~ *pull starter; an electric starter may be added.* ~~and Rotax 494 non-RAVE engine must use the 494 non-RAVE rotor valve,~~ Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation. *Rotax 494 RAVE engine may use either the 494 non-RAVE rotor valve or the stock RAVE rotor valve, Ski Doo part number 420 924 502, 159 degree designation.* RAVE valves (*exhaust*) may be blocked in the "full open" position or left as delivered. 494 RAVE and non-RAVE cylinder heads may not be interchanged between engines. Rotax 593 *engine may be* in a carbureted, non-HO or HO version; *and* must run inlet tract restrictors, Cometic gasket part numbers *A0242SP1020A or MA0242SP1063A*, one in each tract immediately after the carburetor; ~~single expansion chamber; electric and/or pull starter. Alternate restrictor plate option allowed the Rotax 593 engine part number MA0242SP1063A.~~"

In F600 engine table, Rotax 494 RAVE, change the notes as follows:

"Must use *either* the 494 non-RAVE rotor valve (Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation) *or the stock 494 RAVE rotor valve (Ski Doo part 420 924 502, 159 degree designation).*"

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2. #33613 (Formula/Sports Racing Committee) Weight Reduction on Older Rotax-Engined Cars

In F600 engine table, Rotax 494 Non-RAVE spec line, change the weight as follows:

"~~800~~775"

In F600 engine table, Rotax 493 spec line, change the weight as follows:

"~~800~~775"

In F600 engine table, Rotax 593 Carbureted and non-HO spec line, change the weight as follows:

"~~850~~840"

FX

1. #33725 (Club Racing Board) E&O - Remove references to FB and FM in GCR section 1.4.2.D

In GCR section 1.4.2.D, change as follows:

"It is preferable not to combine FA, ~~FB~~, FC, FE, and ~~FM~~ **FX** with FV and/or F600."

GCR

GCR

1. #33540 (Michael Smith) Clarification of 6.10.5 and Appendix B, section 1.2

In Racing Rules and Procedures, GCR section 6.10.5.A, change as follows:

"If a race is stopped at less than 50 percent of its scheduled time or distance and is not restarted, it is incomplete; ~~championship points shall not be awarded~~ **regions may award drivers' points, and** ~~but~~ organizers will not be required to distribute trophies or other awards."

General

None.

Grand Touring

GT1

1. #33503 (Richard Grant) Sequential Transmission Weight Penalty

In GCR 9.1.2 Grand Touring 1 (GT1) Specifications, Section 9.1.2.D.4.b.2, change as follows:

"Sequential shifting transmissions are permitted with a ~~50~~ **25**lb. weight penalty."

2. #33730 (Grand Touring Committee) GT1 Porsche 992

In GT1-ST Spec Lines, Cars - Porsche, classify Porsche 992 GT3 Cup Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Porsche 992 GT3 Cup</i>	<i>3997</i>	<i>2950</i>		<i>Car must be prepared in accordance with the appropriate model/year Porsche 992 factory service manual. Factory (OEM manufactured) Lexan front windows allowed as delivered. ABS permitted.</i>

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GT2

1. #33729 (Grand Touring Committee) GT2 Mazda 13B Turbo

In GT2 Spec Lines, Engines - Mazda, 13B Street / Bridge Port, change Notes as follows:

"Part# ~~EFR 76/70~~ **BW7670 or Garrett G30-660** Turbocharger-46mm Turbo Inlet Restrictor (TIR), Street Port only @ 2280lbs."

GTA

1. #33511 (Douglas Krpata) Request rule change traditional GTA engine appendix B

In GCR 9.1.2.G GTA Category Specifications, Appendix B.5., change as follows:

"Chevrolet cylinder heads must be Dart II cast iron heads, part #~~10310010P~~ **11310010p**, which replaced part #1112B and #1115B."

GTL

1. #33562 (Scott Schick) Toyota 4Y Engine Classification Request

In GTL Spec Lines, Engines - Toyota, add to Notes as follows:

3K: "**May use 4Y block only**"

4K: "**May use 4Y block only**"

5K: "**May use 4Y block only**"

Improved Touring

None.

Legends Car

None.

Production

FP

1. #33664 (Jeff Winterfield) Request to Add Mazda Protege P5 to FP

In FP Spec Lines, Mazda Protégé ES (01-03), change as follows:

"Mazda Protégé ES/**5** (01-03)"

Spec Miata

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #33678 (Touring Committee) Corrections to T1 Spec Lines

In Touring 1 - GT4 Spec Lines, McLaren 570S GT4, change Tire Size (max) as follows:

"285 (f)

315 (r)"

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T2

1. #33269 (Carl Fung) C5 Corvette Swaybars

In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to Notes as follows:

"GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. *SpecCorvette SCT-1 swaybars permitted.*"

T2-T4

1. #33333 (Norm Benson) Mustang OEM Grill Request

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), add to Notes the following:

"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

In T2 Spec Lines, Ford Mustang V6 (11-14), add to Notes the following:

"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

In T3 Spec Lines, Ford Mustang V6 (11-14), add to Notes the following:

"*Upper grille fog lights may be removed and replaced with mesh or screen.*"

T3

1. #33159 (Jon Cindric) Request to classify 2014 Base Cayman

In T3 Spec Lines, classify Porsche Cayman (13-16) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Cayman (13-16)</i>	<i>89 x 72.5 2700</i>	<i>2415</i>	<i>18 x 9</i>	<i>245</i>	<i>3.62 2.05, 1.46, 1.13, 0.97, 0.84</i>	<i>3.89</i>	<i>315 (f) 300 (r)</i>	<i>3225</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed</i>

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2. #33498 (RYAN SAARI) Hyundai Classification

In T3 Spec Lines, classify Hyundai Veloster Turbo (18-21) 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:
<i>Hyundai Veloster Turbo 2018- 2021</i>	<i>77 x 85.4 1584</i>	<i>2650</i>	<i>17 x 8</i>	<i>245</i>	<i>3.308, 1.962, 1.294, 0.976, 0.778, 0.633</i>	<i>4.467</i>	<i>F) 331 x 32Vented Disc (R) 261 x 10 Solid Disc</i>	<i>3050</i>	<i>INJEN Intake Part# SP1342BLK allowed. C&R Radiator CR-CC- S1423 allowed. Front Tower Brace allowed. Penske 165932 F1 front and Penske 166295 R1 shocks allowed with up to 1100lb springs. 22mm rear swaybar allowed. Wilwood 1262741 caliper allowed in front with 331x32mm 2 piece aluminum/ferrous brake rotor. Vehicle is to race as homologated for SRO TCA 2022 rules. DOT approved tires required. 35mm TIR Required.</i>

2. #33572 (Aaron Stehly) Adjustable Rear Camber Arms for VW (All Generations)

In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), add to Notes as follows:

"Verkline WAS-048 camber arms permitted."

In T3 Spec Lines, Volkswagen GTI (2013), add to Notes as follows:

"Verkline WAS-048 camber arms permitted."

In T3 Spec Lines, Volkswagen GTI (14.5-17), add to Notes as follows:

"Verkline WAS-048 camber arms permitted."

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T4

1. #32027 (Touring Committee) 2019-2021 Mazda MX5 ND2

In T4 Spec Lines, classify Mazda MX-5 Miata/Club/ RF (19-21) as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
<i>Mazda MX-5 Miata/Club/ RF (19-21)</i>	<i>83.5 x 91.2 1998</i>	<i>2309</i>	<i>17 x 7</i>	<i>225</i>	<i>5.09, 2.99, 2.04, 1.59, 1.29, 1.00</i>	<i>2.87</i>	<i>280mm</i>	<i>2800</i>	<i>Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following item(s) must remain stock: transmission differential unless specified below. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports). 29mm (f) 16mm (r) sway bars allowed.</i>

2. #33666 (Touring Committee) Mazda OEM LSD was letter 32655 typo

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

"Mazda Motorsports LSD #~~32655~~ 0000-02-5564 permitted without penalty."

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CLUB RACING BOARD MINUTES | February 7, 2023

The Club Racing Board met by teleconference on February 7, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #33592 (James Rogerson) Tender/Helper Springs

Thank you for your letter. Please see letter # 33866 in current Fastrack.

EV General

1. #33649 (Clifford Rassweiler) Proposed Rules for a Prototype Electric class

Thank you for your letter and thoughts on the future of cars for the PE class.

One of the greater challenges for a class based on weight and HP that allows considerable freedom in all other chassis/suspension design aspects is creating a Balance of Performance within the class. The 63-inch minimum width is necessary to keep the effect of aerodynamic performance within a range considered to be manageable for BoP.

It is anticipated that the first cars entering the class will be conversions of existing chassis of sports racers or formula cars fitted with full bodies and an EV drivetrain, and the 63-inch minimum width fits that target conversion platform. The choice of the listed motors is the result of modeling directed at achieving the current P2 lap time performance envelope.

F6

1. #33831 (Richard Jones) Advisory Committee for F500/F600

Thank you for your interest. At this time all positions are filled, but we will keep your letter on file for future needs.

GCR

1. #33605 (Chuck McAbee) Annual Waiver

Thank you for your letter. The insurance company for SCCA uses a calendar year for their policy coverage term for the annual waiver. In order for the annual waiver to be in place for SCCA members, you must be a current member. If your membership expires you are no longer a member of the Club and your annual waiver would not be valid.

FP

1. #33775 (J Manny Forteza) Rear spoiler question

The spec line in question is the FP Ford Mustang 2.3 (79-93), with the 2.3L 4-cylinder engine. This effectively is the base model of the entire Mustang lineup during that timeframe. If the vehicle entrant can prove that a specific wing/spoiler was fitted to that vehicle stock from the factory at any point during its production run (as defined on its spec line), and not as an option, then it would be legal to run.

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Prod General

1. #33724 (Bill Lamkin) Headlight and Marker Light Covers, Mounting, and Gaps

Thank you for your letter. It is believed that the rules are adequate as written. It is ultimately the competitor's responsibility to adhere to them in an appropriate and reasonable manner, and be able to defend the modifications they have made to their car versus the rulebook. It is clearly defined what lights can/must be removed, that the resulting holes left after the removal of these lights must be covered with a screen/panel, and how that screen/panel can be contoured. A reasonable interpretation would be to ensure that the screen/panel closely replicates the shape and location of the light(s) it is replacing, and that the stock shape and profile of the vehicle remains intact. But again, it is ultimately the competitors responsibility to defend the legality of their car versus the rules and how they are written.

Not Recommended

B-Spec

1. #33642 (Steven Pounds) Update Wheel and Spacer Offset Rule

Thank you for your letter. The current rules pertaining to wheel and spacer offset are sufficient. Allowing different sized spacers at each corner, even if the total offset including wheel is identical, creates an unnecessary hurdle for enforcement.

2. #33683 (Matt Downing) Provide the Data Used for the Decision to

Thank you for your letter. Data is shared within the CRB, and upon occasion, the BSAC. At this time, there is no plan to share data reports on a regular basis. Town Hall meetings have discussed sharing individual collected data within the B-Spec community.

3. #33774 (Fritz Wilke) Spec Mini and Rest of B-Spec

Thank you for your letter. The current placement of the MINI in B-Spec shall remain unchanged.

F6

1. #33718 (CALVIN STEWART) Change the Weight of the 4 cycle F600 Cars Back to 875 Lb.

Thank you for your letter. The Club Racing Board obtained AiM data at a variety of tracks during the 2022 season and reviewed the data after each event to understand the circumstances under which the two-cycle and four-cycle cars may have advantages. The data showed that one car may have an apparently significant but brief advantage over another car at a specific location within a sector, while not having an overall performance advantage over the other car even in that sector. This kind of brief advantage most often results from the difference in powertrain characteristics of the two-cycle and four-cycle platforms. The data obtained at the 2022 Runoffs revealed no apparent benefits in the areas of concern that would indicate a lack of parity between the platforms. Although neither type of drivetrain demonstrates a clear overall advantage over the other type at this point, the Club Racing Board will continue to obtain data and will make appropriate changes if a consistent advantage arises.

GCR

1. #33743 (Errol Amy) Letter #32040 Forward Facing Camera

Thank you for your letter. Current wording is inclusive of GCR Road Racing events.

GT2

1. #33631 (Scott Simpson) Request to run a Porsche 3.3L turbo engine

Thank you for your letter. Your requested Porsche engine displacement is too large for a turbo application in the GT2 or GT2-ST class.

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EP

1. #33741 (Steve Saney) Flat Plate Restrictor Alternative

Thank you for your letter, but it is believed that the method of adjusting the performance potential of this vehicle in question is appropriate for the effect that is desired. By trying to limit its performance potential by weight alone, that would only exacerbate the issue with how it competes in terms of straight-line and acceleration ability versus cornering and braking ability. Through the installation of a Flat Plate Restrictor, and not weight, the desired effect is to reduce the top-end and acceleration potential, while allowing it to still brake and corner in a manner that is competitive and within reason versus the rest of the class.

HP

1. #33728 (James Rogerson) Alternate Tire for 13

Thank you for your letter, but this allowance is not recommended. It is not within class philosophy to make specific tire and wheel package allowances outside of what's on a vehicle's spec line, especially if the goal of that package is to be NOT competitive, and then require monitoring to ensure that this is the case. Note that any tire is already legal to run in the Prod category, but the max wheel size limitation on a vehicle's spec line must be adhered to.

STL

1. #33618 (Olivier Jean-Francois) Engine Penalties Removal Request for the Toyota 86/FRS/BRZ

Thank you for your letter. Not consistent with class philosophy.

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 rule change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

None.

Taken Care Of

GT2

1. #32274 (Tim Myers) Request classifying all GT4 cars in GT2

Thank you for your letter. Most of the GT4 cars classed in GT2 have been moved into T1. A few older lower performance GT4 classifications have remained in GT2-ST.

2. #32275 (Tim Myers) Request classification of BMW M4GT4 in GT2 class

Thank you for your letter. Please see letter #32274 in current Fastrack.

3. #32276 (Tim Myers) Clarification on GT4 classification in GT2, re letter: 31737

Thank you for your letter. Please see letter #32274 in current Fastrack.

4. #32397 (Matthew Miller) Please Classify FIA GT4 Mustang in GT2

Thank you for your letter. Please see letter #32274 in current Fastrack.

5. #32951 (Andrew Aquilante) Tabled letter about GT4 car in GT2-ST Letter #32353

Thank you for your letter. Please see letter #32274 in current Fastrack.

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What Do You Think

None.

RESUMES

3. #33880 (Club Racing Board) Todd Butler and Jim Weidenbaum added to GCRAC

The GCR Advisory Committee would like to thank Jim Rogaski who is stepping down from the chair position after many years of service. Jim will remain as a contributing member of the GCR AC for the remainder of 2023. Todd Butler is assuming the role of chair for 2023. The GCR AC would also like to formally recognize the service of Dennis Joyce on the GCRAC for many years of service and wish him well in the future. The GCR AC also welcomes Jim Weidenbaum as a new member effective February.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: February 20, 2022

NUMBER: TB 23-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec/T5

1. #33363 (John Phillips) Early Model Mini

In BSPEC Spec Lines, Mini Cooper (R56) MT (07-10), change Notes as follows:

"40~~1~~mm FPR required *with OE catalyst*"

"OBX header part #10-2101-2S permitted *with 40mm FPR.*"

In BSPEC Spec Lines, Mini Cooper (R56) AT (07-10), change Notes as follows:

"40~~1~~mm FPR required *with OE catalyst*"

"OBX header part #10-2101-2S permitted *with 40mm FPR.*"

In BSPEC Spec Lines, Mini Cooper Clubman (R55) (07 - 10), change Notes as follows:

"40~~1~~mm FPR required *with OE catalyst*"

"OBX header part #10-2101-2S permitted *with 40mm FPR.*"

2. #33866 (Frank Schwartz) Helper Versus Tender springs.

In B-Spec Category Specifications, GCR Section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, ~~including 'helper' or 'tender' springs,~~ up to a maximum spring rate of 500 pounds may be used. *Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed.* Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed."

Electric Vehicle

None.

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Formula/Sports Racing

FF

1. #33752 (Formula/Sports Racing Committee) Add Fast Forward Part Numbers for Honda Fit Engine

In FC/FF, GCR section 9.1.1.B.14.a.6, change as follows:

"For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.

In FC/FF, GCR section 9.1.1.B.14.f.5, change as follows:

"Cylinder head breather restrictor must be used as supplied by HPD *or Fast Forward*, unmodified: *HPD PN: 15262-F21S-A200; Fast Forward PN: FF200-503.*"

In FC/FF, GCR section 9.1.1.B.14.k.2, change as follows:

"The upper manifold, air box and throttle body assembly must be used as delivered from *Honda*, HPD, *or Fast Forward as noted below.*"

In FC/FF, GCR section 9.1.1.B.14.k.2, insert as follows:

"a. Intake manifold: HPD PN: 17210-F21S-A210; Fast Forward PN: FF200-201.

b. Throttle body: Honda Fit: PN: 16400ZZ5024; HPD PN: 16400ZZ5024; Fast Forward PN: FF200-104.

c. Throttle lever: HPD PN: 17330-F21S-A210; Fast Forward PN: FF200-101."

In FC/FF, GCR section 9.1.1.B.14.k.3, change as follows:

"All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM, ~~or~~ HPD supplied *or Fast Forward as noted below.*

a. Gasket In. manifold: *HPD PN: 17105-RB0-004*, Honda Fit OEM.

b. Gasket, EGR chamber cover: *HPD PN: 17146-RB0-004*, Honda Fit OEM.

c. Gasket In. port: *HPD PN: 17115-RB0-007*, Honda Fit OEM.

d. Gasket, restrictor: *HPD PN: 17399-F21S-A200, (2 required) HPD; Fast Forward PN: FF200-109. Two required."*

In FC/FF, GCR section 9.1.1.B.14.k.5, change as follows:

"The Honda Fit engine is required to have an ~~HPD supplied~~ air inlet restrictor *supplied by HPD or Fast Forward: HPD PN: 17344-F21S-A201; Fast Forward PN: FF200-110*, with internal diameter of 30.5mm and thickness of 3.175mm (0.125 inches) correctly installed within the intake system."

In FC/FF, GCR section 9.1.1.B.14.m.1, change as follows:

"The exhaust manifold must be as supplied by HPD *or Fast Forward*; ~~HPD part #~~ *PN: 18150-F21S-A200 or # PN: 181850-F21S-B200; Fast Forward PN: FF500-001 or PN: FF500-002.*"

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In FC/FF, GCR section 9.1.1.B.14.n.1, change as follows:

"The oil pan, *baffle plate, and scavenge pump filter fittings* must be as supplied by HP or Fast Forward as noted below. No modifications are permitted.

a. Oil pan: HPD PN: 11200-F21S-A210 or PN: 11200-F21S-C240; Fast Forward PN: FF100-201A or PN: FF100-201B.

b. Oil pan baffle plate: HPD PN: 11221-F21S-A210; Fast Forward PN: FF100-202.

c. Oil scavenge pump filter fittings (2 required): HPD PN: 15180-F21S-A210; Fast Forward PN: FF100-204."

In FC/FF, GCR section 9.1.1.B.14.n.3, change as follows:

"The scavenge *pump and internal scavenge pump parts* must be as supplied from HPD or Fast Forward as noted below."

In FC/FF, GCR section 9.1.1.B.14.n.3, change as follows:

"b. Rotor outside diameter: *HPD 44.400mm (1.748 inches); Fast Forward 40.640mm (1.600 inches).*

c. Scavenge pump rotor set: HPD PN: 15450-F21S-A20; Fast Forward PN: FF100-110.

d. Oil pump: HPD PN: 15100-F21S-A200; Fast Forward PN: FF100-100A.

e. Scavenge pump cartridge: 15111-F21S-A21; Fast Forward PN: FF100-127.

f. Scavenge pump port A: HPD PN: 15137-F21S-A20; Fast Forward PN: FF100-101.

g. Scavenge pump port B: HPD PN: 15139-F21S-A20; Fast Forward PN: FF100-102.

h. Scavenge pump shaft: HPD PN: 15510-F21S-A20; Fast Forward PN: FF100-103.

i. Scavenge pump front cover: HPD PN: 15070-F21S-A21; Fast Forward PN: FF100-104."

SRF

1. #33765 (Robey Clark) Update SRF Bodywork Fitment Rule

In Spec Racer Ford, GCR section 9.1.8.D.1.E, change as follows:

"j. Optional Bodywork Modification:

Viewing the tail section of the car from behind, draw a vertical line at the left and right ends of the outer vents from the bottom edge of the bodywork up to a point two (2) inches below the crease at the lower edge of the vented panel. Make a vertical cut at each line. The horizontal cut is to be one (1) inch below the crease at the base of the vented panel. Leave a one (1) inch radius at each corner. Air Scoop (P/N 190000) must be installed in conjunction with rear cutout per Enterprises installation instructions. SRF3 tail sections are allowed on SRFs. *For purposes of tail section to center section fitment with the GEN3 airbox, shimming is allowed at the rear of the center section. Shim material may be up to 19 mm (0.75") thick along the 1" upper square sidepod tube. Mounting location cannot be modified or added. Shim material must be securely attached, but must not be welded.*

~~An alternate dash panel has been approved for use in Spec Racer Fords. The dash will be furnished by Enterprises only. P/N 180100 or 180101~~

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k. Required Bodywork Modification:

A 22.5" diameter wheel arch shall be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 9.25" vertically along the centerline. The 22.5" diameter circle intersects the bottom edge of the tail section 11.1" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.75".

I. An alternate dash panel has been approved for use in Spec Racer Fords. The dash will be furnished by Enterprises only. P/N 180100 or 180101."

GCR

GCR

1. #33571 (Club Racing Board) Penalties for tampering with car directed to post-race impound

In GCR section 5.9.3.A.2, change as follows:

~~"During impound activities, cars are not allowed to be worked on or touched by anyone u~~Unless directed by a tech official, *working on, repairing, or altering a car that has been directed to post-race impound will result in disqualification and other appropriate penalties assessed to both driver and entrant and may result in suspension of membership. Tire pressures and tire temperatures may be checked."*

2. #33758 (David Muramoto) Request to clean up 9.3.18(e) Driver restraint language

In GCR, Section 9.3.18.E. DRIVER'S RESTRAINT SYSTEM, delete in its entirety and replace as follows:

"1. Driver restraints must meet one of the following specifications:

a. SFI 16.1 or 16.5 – labels display the specification number, expiration month and year, and expiration final date of either June 30th or December 31st of the expiration year. SFI labels, with June 30th expiration dates, are good until December 31st of the labeled expiration year.

b. FIA 8853/2016 – labels display an expiration date.

2. If a restraint system has multiple labels, the label with the latest expiration date is acceptable."

General

None.

Grand Touring

None.

Improved Touring

None.

Legends Car

None.

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Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #33737 (Eric Heinrich) E&O STU NA Weight Chart.

In STU, GCR Section 9.1.4.1.H.1. chart, Factory Engine Displacement (cc) Minimum Weight (lbs), change as follows:

"2450 ~~2596~~2595"

"2600 ~~2860~~2710"

Touring

T1

1. #33691 (David Mead) Sequential Gearbox Limitations in T1

In GCR, Section 9.1.9.1.I.4., change as follows:

"Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 (*or greater/overdriven*) ratio in top gear. Transmission location must be OEM. Maximum bellhousing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs."

2. #33786 (Touring Committee) T1 GT4 adjustments

In Touring 1 - GT4 Spec Lines, change Min. Weight with Driver (LBS) as follows:

Aston Martin Vantage AMR GT4: "~~3575~~3450"

Audi R8 GT4: "~~3550~~3425"

BMW M4 GT4: "~~3500~~3375"

Ford Mustang GT4: "~~3550~~3425"

Maclaren 570S GT4: "~~3450~~3325"

Mercedes AMG GT4: "~~3450~~3325"

Porsche 718 Cayman GT4 CS MR: "~~3200~~3075"

Porsche 718 GT4 RS Clubsport: "~~3450~~3325"

Toyota Supra GR GT4: "~~3350~~3225"

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3. #33916 (Touring Committee) Sunset of pre 2023 Touring 1 Rules.

In T1, GCR Section 9.1.9.1.A., remove in its entirety.

In T1 Spec Lines, remove in its entirety.

T2

1. #33672 (Marty Grand) Honda Civic Type R Tire Size Increase

In T2 Spec Lines, Honda Civic Type-R (2017-), change Tire Size as follows:

"~~275~~295"

T3

1. #33082 (Allen Briere) Remove StopTech 4 piston BBK, allow any 4 Piston Kit - VW GTI

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

"Front and Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Effective 03/01/2022 Turbo Inlet Restrictor 36mm required max 60mm from impeller. R32 model brake package allowed. Any 4 piston Stoptech, *Alcon or Brembo* brake kit (max 355mm x *32mm*) incl. 2-piece rotors allowed (+50lb) ECS street shield 003425ECS01AKT allowed. Neuspeed intake and filter # 65.10.97 allowed or OEM Air Intake and filter - 25 lb."

2. #33687 (Kelly Peebles) T3 Boxster S GCR request

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

"Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Tires must meet ~~2016~~ *Current* SPB rules or any 245 DOT tire permitted. No other touring allowances permitted."

3. #33732 (Aaron Stehly) OEM VW Steering Spindle Replacements 06-10 VW GTI and Jetta

In T3 Spec Lines, Volkswagen GTI, Jetta GLI (06-10), add to Notes the following:

"*VW knuckles 3C0407253F (L) and 3C0407254F (R) permitted.*"

T4

1. #33762 (Chi Ho) BMW 320i intercooler

In T3 Spec Lines, BMW- 320i, add to Notes the following:

"*Aftermarket intercooler permitted.*"

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CLUB RACING BOARD MINUTES | March 7, 2023

The Club Racing Board met by teleconference on March 7, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #33869 (Clifford Rassweiler) Rethinking the PE rules

Thank you for your letter. Your continued interest and suggestions are appreciated, you have provided ideas and reasons to question and perhaps modify the current path for Formula and Prototype Electrics.

SCCA competition vehicles will continue to be based on a 4-wheel platform symmetrical built around the longitudinal center line of the race car, that is just who we are. The cars need to look like traditional street cars and the current typical formula and sport racers. Building a car from a blank piece of paper is a monumental task that has only been achieved by a small number of people. The most likely early EV pure race cars, not street car conversions will be repurposed formula and sport racers, this makes the most economical sense.

The direction you are suggesting for the PEV would be best served by attending Track Day experiences where wheel to wheel competition with cars of equal performance is not the goal and would allow you to test your driving capability with a unique car you have built for the track.

GCR

1. #33915 (Matt Blehm) Enforce the 115% rule.

Thank you for your letter. The rule requires a driver who does not qualify within a maximum of 115% of the class track record to obtain permission from the Race Director to race. It does not expressly deny a driver the ability to start a race. The Hoosier Super Tour officials carefully consider all contributing factors in the decision to permit a race start and will continue to use appropriate discretion in the enforcement of the rule.

General

1. #33668 (Chad Cheshire) Rule Making

Thank you for your letter. Individual members of the Advisory Committees and CRB are governed by their "Policy Guidelines and Operations Manual" which provides for confidentiality of information and matters which come before them. This is done so as to avoid the appearance that an individual member is speaking on behalf of their committee and to further protect the confidentiality of other member's data. Car performance data is an important input, one that we did not have until just a few years ago. It has helped our Advisory Committees to make decisions on BOP matters in a far more quantitative fashion than in years past but is not by itself a sole determinant. Permitting the release of such data which, as noted, is held in strict confidence, would not only compromise the privacy and work product of the subject competitor(s), but likely lead to a continuing debate over the data and the resulting decisions. This would not benefit the organization or its individual members. One must further be cognizant of the fact that much, if not all, of the work for which you seek public disclosure is performed by unpaid volunteers who donate countless hours of their lives to our organization. Even if such disclosure would be of benefit there simply are not the available resources to record and publish this information.

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GT1

1. #33820 (Jeremy Schwarz) #33594 - Weight Clarification

Thank you for your letter. Here is an example:

2780 base

- + 75 lbs. total for T/A aero adds (this includes a tunneled nose)
 - + 50 lbs. for 18.0" wheels
 - + 25 lbs. for sequential transmission
 - + 25 lbs. for FR9 or RO7 engines
- Total in this configuration would be 2955 lbs.

GTL

1. #33841 (Brian Linn) adjustments based on Runoffs and other data?

Thank you for your letter. The CRB will continue to monitor the data received on the GTLite class.

Prod General

1. #33936 (James Rogerson) Please Revisit Tire and Wheel Width Rule Letter #33728

Thank you for your letter. There is no change to the original response to letter #33728, which requested that vehicles which are specified to run a MAX 13" diameter wheel be allowed to run a 15x7" wheel when using the B-Spec Hankook or SM Hoosier tire. It pointed at rule 9.1.5.E.8.c as justification to why this should be allowed. Rule 9.1.5.E.8.c allows for an increase in wheel WIDTH only, when running a specific America Racer tire. It does not allow for an increase in wheel diameter, versus what is on a vehicles spec line, which is not the same as what's being requested here. Furthermore, its existence alone is not enough of a justifiable reason for the PAC to make further special tire and wheel package allowances, which are outside the scope of the Production Category. If the goal is to just find a cheaper alternative than the radial or bias-ply slick tires that are common in Prod, with competitiveness not being a concern, then a competitor is free to use a DOT race or street tire that fits their MAX wheel size, as specified on their vehicles spec line.

SM

1. #32619 (Danny Steyn) Spec Miata Parity - VVT vs 99

Thank you for your letter. As indicated in Fastrack, for 2023 the weight of the 01-05 VVT cars has been increased by 25lbs.

STU

1. #33750 (Sean Benson) Eagle Talon TSI AWD Classification for STU

Thank you for your letter. Please refer to GCR Section 9.1.4.H.3. for rules for Turbo charged vehicles in STU.

T1

1. #33780 (MARC HOOVER) Please Reclassify MX5 TURBO

Thank you for your letter. Over the past year, we have repeatedly stated that we are grandfathering pre-existing T1 cars that don't conform to the new T1 3000 lb vision, as long as they are continuously campaigned in the class. We want to see it raced in at least 3 Majors events/season to remain in the class. We admit, the NA, and NB Miata used to be classed in T1, but didn't make it into the new rules. If you are willing to continue to operate under these stipulations, we are willing to put it back in the class.

T2

1. #33908 (Andrew Aquilante) Tires on Honda Civic Type-R (letter 33672)

Thank you for your letter. We will continue to watch this car. We expect to see the larger tires decrease the car's top speed.

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T3

1. #33548 (Kevin Anderson) 2022 BRZ/86 Allowances

Thank you for your letter. After reviewing the qualifying sheet and the race data collected at Sebring, we are confident that this spec line is competitive. We will keep watching it.

Not Recommended

GCR

1. #33871 (Kevin Stuckey) Request for change in rules for car numbering

Thank you for your letter. 3 digit numbers not starting with the number 1 increase the work load in Timing and Scoring.

GT3

1. #33913 (Tim Myers) Audi TCR help GT3

Thank you for your letter. The GT3 class Audi TCR will continue to be monitored in order to evaluate any spec changes.

SM

1. #33901 (Tyler Quance) Re Visit the VVT Weight Penalty

Thank you for your letter. Data boxes were installed in cars at the COTA event and based on your letter the data was evaluated by both the CRB and SMAC. The data from those boxes does not indicate a parity problem or support a change to the rules at this time. SMAC and CRB will continue to monitor BOP and data throughout the 2023 season.

T1

1. #33796 (Paul Easy) Nissan 370Z - request for classification

Thank you for your letter. The car could easily be adapted for T2 or T3. The racing camshaft and ITBs aren't compliant in the Touring classes. We don't believe that the car as you presented it, would be competitive in T1.

T2

1. #33674 (Marty Grand) Reduce Mitsubishi Evo 9 Weight

Thank you for your letter. We would like to see current data on this car before making a change. Please bring it out.

2. #33675 (Marty Grand) Adjust Mitsubishi Evo 9 Spring Rates

Thank you for your letter. We believe that the spring rates are well outside the class standards, and question if the allowed suspension components could safely handle that high of a spring rate.

3. #33928 (Chris Taylor) Honda Type R

Thank you for your letter. We have data from a Civic Type R. We are confident that the car is capable of being competitive. An unrestricted version of this car has competitive power for T2, let alone T3.

T3

1. #33673 (Marty Grand) competitively Class the Honda Civic Type R in Touring 3

Thank you for your letter. Based on public 2022 Runoffs data, the Civic Type R was 3 MPH faster than the winning T2 car. That is not a good fit in T3.

T4

1. #33801 (Randall Smart) Max tire size for 05-10 Mustang V-6

Thank you for your letter. The TAC is working to remove 275 tires from T4. We do not recommend adding them to the spec line at this point.

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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 BoDs 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. #33447 (SCCA Staff) Test Day Corner Staffing Requirement

In Events, GCR section 3.1.5. SCCA Test Days, change as follows:

"F. Staffing and equipment meet the requirements of 5.4. and 5.5-, *with the following exception(s):*

1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person."

Taken Care Of

T1

1. #33776 (Gamaliel Aguilar-Gamez) Moving Porsche Cayman GT4 Clubsport from GT2 to T1 re New T1

Thank you for your letter. The Cayman GT4 is classed in T1.

T2

1. #33860 (John Heinrich) Adjustable stabilizer bar links

Thank you for your letter. Please see letter # 33861 in current Fastrack.

What Do You Think

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c

The Production Advisory Committee is seeking member input regarding the possibility of removing rule 9.1.5.E.8.c:

"9.1.5.E.8.c - Cars using 13" wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire."

The original intent of this rule was to provide a second viable racing tire option to the Production Category when Goodyear stopped production of its bias-ply tires several years ago. At the time, Race Tires America made promises to supply their American Racer asphalt tire in appropriate sizes and road-racing compounds for use in Prod, but was not willing to say that it could be used on a 7" wide tire, which most 13" and 15" wheel applications in Production are limited to. Therefore this allowance was made, with the anticipation that Race Tires America would support it, it would become a viable option in the category, and racers would take up this option. Since then, the following has happened:

- Goodyear has returned to making bias-ply slick tires, as well as a radial slick tire, for Prod competitors.
- The American Racer tire is only produced in the softest compound that Race Tires America offers, which is not intended or viable for the longer circuit-racing events that the SCCA competes in.
- The existence of this rule has been used to argue that even further special tire & wheel package allowances should be made, creating confusion regarding the direction and intent of the tire & wheel rules within the Prod category.

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As of this writing, it is not believed that any current Production racer is actively utilizing this rule, in order to run this tire & wheel package. If there is, and they would like to see this rule continue as-is, please let us know.

RESUMES

T2-T4

1. #33587 (Morgan Trotter) Resume for Touring Advisory committee

Welcome Morgan Trotter to the Committee.

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DATE: March 20, 2023

NUMBER: TB 23-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2023. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

None.

B-Spec/T5

None.

Electric Vehicle

None.

Formula/Sports Racing

FE

1. #33883 (Robey Clark) Update FE SADEV Transmission Rule

In FE, GCR section 9.1.1.I.2.G.b.4.b, change as follows:

~~"(All SADEV ratios are under review and could be updated prior to sealing date)"~~

P1

1. #34018 (Club Racing Board) E&O - Correct dimensional equivalents

In P1, GCR section 9.1.8.B.C.3, change as follows:

"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.275 inches) above the ground with car in normal racing trim, driver aboard."

In P1, GCR section 9.1.8.B.C.4, change as follows:

"However, no portion shall extend more than 10cm (3.937 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires."

In P1, GCR section 9.1.8.B.C.6.b, change as follows:

"Cockpit length: 60cm (23.622 inches). Cockpit width for each seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches)."

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P2

1. #34012 (Club Racing Board) Remove redundant effective date language and update engine table

In P2 Engine Table, Spec Line B.1, change as follows:

P2 Engine Table							
Spec Line	Engine Series	Max. Displ. (cc)	Max Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width	Min. Weight (Lbs)	Notes
					70in-78.74in width		
B.1	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha, Honda, BMW	1005	4	35 34mm Effective 3/1/23: 34mm		2011 and newer Stock Kawasaki 1075 1100 Effective 3/1/23: 1100	No modifications allowed on engines manufactured after 2008 model year.
						2009 and newer Stock Suzuki, Yamaha, Honda, BMW 1075 1100 Effective 3/1/23: 1100	
				37mm		2010 and older Stock Kawasaki 1025	
						2008 and older Stock Suzuki, Yamaha, Honda, BMW 1025	
				35mm		2008 and older Modified Engine 1075	

2. #34038 (Club Racing Board) E&O - Correct dimensional equivalents

In P2, GCR section 9.1.8.C.D.2, change as follows:

"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.275 inches) above the ground with the car in normal racing trim, driver aboard."

In P2, GCR section 9.1.8.C.D.3, change as follows:

"However, no portion shall extend more than 10cm (3.937 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires."

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In P2, GCR section 9.1.8.C.D.7.b, change as follows:

"Cockpit length: 60cm (23.622 inches). cCockpit width for the driver's seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches)."

GCR

1. #33516 (Bev Heilicher) Change of GCR 5.12.1.B. Action Reporting

In GCR, Officials, Operating Procedure, Equipment, Section 5.12.1.B.3 Action Reporting, remove in its entirety.

2. #33805 (Dennis Troemel) update page 82 to include T5 class

In Cars and Equipment, GCR section 9.3.22. FIRE SYSTEM, change as follows:

"All cars shall be equipped with an On-Board Fire System except T3, T4, **T5**, STL, Spec Miata, B-Spec, and Improved Touring."

3. #33808 (SCCA Staff) 3.7.4.A.2.a - Divisional Championship Events - Correct Error

In Events, GCR section 3.7.4.A.2.a, change as follows:

"Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's event weekends in the same class. All events occurring between the conclusion of the previous Runoffs and two (2) weeks prior to the start of the current Runoffs held in a single division count toward the participation requirement of four (4) regional/**divisional** event weekends regardless of whether they are a divisional championship points race."

4. #33809 (SCCA Staff) 3.5.1.a - Waivers Language Clarification

In Events, GCR section 3.5.1.a, change as follows:

"All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card ~~it~~ at registration. ~~Each minor participant must also have the event minor waiver signed by one or both parents. If the m~~Minors, between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), ~~requires~~**requiring** hazardous area credentials ~~they~~ must have an executed annual minor waiver on file at the National Office and present his hard card at registration."

5. #33888 (Club Racing Board) Minimum Weight Vs Base Weight

In GCR, APPENDIX F. Technical glossary, add the following:

"Minimum Weight: Weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session."

6. #33903 (Club Racing Board) Power Train, Drivetrain usage and spelling

In Appendix F. Technical Glossary, change as follows:

Drive Shaft: "~~drive train~~**drivetrain**"

Gear: "~~drive train~~**drivetrain**"

Hand Brake: "~~drive train~~**drivetrain**"

Power Train: "~~Power Train~~**Powertrain** – Consists of the combination of an internal combustion Engine and ~~Drive Train~~**Drivetrain** components."

Pressure Plate: "~~drive train~~**drivetrain**"

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Sub-frame/Cross Member: "~~drive train~~**drivetrain**"

Universal Joint: "~~drive train~~**drivetrain**"

In FORMULA VEE PREPARATION RULES, GCR section 9.1.1.C.1.B, change as follows:

"No component of the engine, ~~power train~~**powertrain**"

In FORMULA FIRST PREPARATION RULES, GCR section 9.1.1.H.1.2, change as follows:

"No component of the engine, ~~power train~~**powertrain**"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.T.d, change as follows:

"~~drive train~~**drivetrain**"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.T.e, change as follows:

"~~drive train~~**drivetrain**"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U, change as follows:

"~~Drive Train~~**Drivetrain**"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U.b, change as follows:

"~~drive train~~**drivetrain**"

In FORMULA ENTERPRISES (FE) SPECIFICATIONS, GCR section 9.1.1.I.2.U.f, change as follows:

"~~drive train~~**drivetrain**"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.a.3, change as follows:

"~~drive train~~**drivetrain**"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e, change as follows:

"~~Drive Train~~**Drivetrain**"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e.4, change as follows:

"~~drive train~~**drivetrain**"

In Grand Touring Category Specifications, GCR section 9.1.2.F.7.e.5, change as follows:

"~~drive train~~**drivetrain**"

In GTL Spec lines, Engines - FIAT, 1500 Limited Prep (Engine & Chassis), change notes as follows:

"~~Drive train~~**Drivetrain**"

In Production Category, GCR section 9.1.5.C.1, change as follows:

"~~drive train~~**drivetrain**"

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In Production Category, GCR section 9.1.5.E.1, change as follows:

"Drive Train~~Drivetrain~~"

In Production Category, GCR section 9.1.5.E.1.a, change as follows:

"Drive Train~~Drivetrain~~"

In Production Category, GCR section 9.1.5.E.1.a.1, change as follows:

"Stock and permitted alternate **components** of the ~~drive train~~**drivetrain** can be modified by any mechanical or chemical means. **Modification** of a ~~drive train~~**drivetrain**"

In Production Category, GCR section 9.1.5.E.1.a.3, change as follows:

"drive train~~drivetrain~~"

In Production Category, GCR section 9.1.5.E.1.o.6, change as follows:

"drive train~~drivetrain~~"

In Production Category, GCR section 9.1.5.E.2, change as follows:

"Drive Train~~Drivetrain~~"

In Production Category, GCR section 9.1.5.E.2.a, change as follows:

"Drive train~~Drivetrain~~"

In Production Category, GCR section 9.1.5.E.2.a.1, change as follows:

"Stock and permitted alternate **components** of the ~~drive train~~**drivetrain** can be modified by any mechanical or chemical means. **Modification** of a ~~drive train~~**drivetrain**"

In Production Category, GCR section 9.1.5.E.2.a.3, change as follows:

"drive train~~drivetrain~~"

In Production Category, GCR section 9.1.5.E.2.o.6, change as follows:

"drive train~~drivetrain~~"

In Production Category, GCR section 9.1.5.E.3, change as follows:

"Drive Train~~Drivetrain~~"

In HP, Fiat X-1/9 1500 spec line, change Notes as follows:

"Drive train~~Drivetrain~~"

In SPORTS RACING CATEGORY, GCR Section 9.1.8.1, change as follows:

"Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/~~drive train~~**drivetrain**/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event."

General

None.

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Grand Touring

GT1

1. #33804 (Gary D'Abate) Mercedes AMG GT3 Notes

In GT1-ST Spec Lines, Mercedes Benz AMG GT3 (16-19), change Notes as follows:

"Car must be prepared to ~~per~~ its FIA GT3 homologation. ~~except as specified differently within the GT1 class rules.~~"

GT2

1. #33825 (Robert Mueller) Adding Ginetta G56 GTA Factory ProTune for GT2 Class

In GT Cars - Ginetta, Ginetta G56 GTA, add to Notes as follows:

"May use Factory installed ProMap ECU Map."

Improved Touring

None.

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #33827 (Brandon Steinhauer) Alternate OEM Miata Intake Manifold

In STU Spec lines, classify Mazda BP5A as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda BP5A</i>	<i>1839</i>	<i>Chart</i>	<i>May use engine in its entirety or specific components from the engine.</i>

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Touring

T1

1. #33739 (Clark Nunes) Clarification for Camaro Gen5 2010-2015

In T1 Spec Lines, Chevrolet Camaro Gen 5 ('10-'15) Including SS, Z28, classify Spec Line Number 1135 as follows:

T1 NEW	Spec Line Number	Max Displ.	Min Weight	Required Restrictor	Engine Notes	Chassis Notes
Chevrolet Camaro Gen 5 (10-15) Including SS, Z28	1130	LS3 OEM-6160	3550		May resleeve any LS block to LS3 bore/stroke for Engine replacement.	Any option of OEM Aero parts may be used as basis of aero measurements.
	1135	LS3-6160	3550	70mm - Flat Plate	May resleeve any LS block to LS3 bore/stroke for Engine replacement.	

T2

1. #33833 (Tyler Quance) Allowance of any nonmetallic bushing material in T2

In Touring (T2-T5) Category Specifications, GCR Section 9.1.9.2.D.5.c.1., change as follows:

"All T2-~~T3~~ cars are allowed to replace OEM upper and lower control arm bushings with polyurethane, or delrin, *or alternate synthetic material* bushings."

2. #33861 (John Heinricy) Allow Adjustable stabilizer bar links

In T2 Spec Lines, Cadillac CT4-V Blackwing (2022-), add to Notes as follows:

"Adjustable sway bar end links permitted."

T3

1. #33769 (Allen Briere) Request to all ECS Tuning inner-cooler to 06-10 VW GTI spec

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

"Performance alternative intercooler allowed."

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33888

T4

1. #33590 (William Phee) Request to Classify 2004-2008 Acura TSX in T4

In T4 Spec lines, classify Acura TSX (2004-2008) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura TSX (2004- 2008)	87mm x 99mm 2354cc	2670	17 x 8	245	3.267, 1.88, 1.355, 1.028, 0.825, 0.659	4.76	300 mm (f) 260 mm (r)	3000	Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Front strut tower brace allowed. 47mm FPR required

2. #34036 (Scotty B White) T4 Mustang Brakes/Swaybar

In T4 Spec Lines, Ford Mustang (2005-2010), change Notes as follows:

"Any sway bar up to F: 35mm and R: ~~22mm~~ 28mm permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Roger Burdette vs. SOM COA Ref. No. 23-01-SE March 8, 2023

FACTS IN BRIEF

On January 15, 2023, at the Hoosier Racing Tire SCCA Super Tour Winter Vacation held at Sebring International Raceway, Mike LaMaina, driver of Spec Miata (SM) #88, submitted a protest against Roger Burdette, driver of SM #121, for possible violation of General Competition Rules (GCR) 6.11.1.A. (On Course Driver Conduct, Avoid Physical Contact).

The Stewards of the Meeting (SOM) Stu Cowitt, Herbert Gomez, Jennifer Schwartzott, and Ed Ozment (Chairman), met, reviewed submitted video evidence, and heard testimony from Mr. LaMaina. The SOM determined Mr. Burdette violated GCR 6.11.1.A. and imposed a penalty of Loss of Finishing Position placing SM #121 behind Mr. LaMaina's SM #88.

Mr. Burdette appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Bev Heilicher, Jeffery Niess, and James Foyle (Chairman) met on February 16 and 23, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Roger Burdette, submitted January 18, 2023.
2. Letter of Appeal, received February 6, 2023.
3. Official Observers Report, including video and related documents, received February 6, 2023.
4. In-car Video from SM #121, received February 6, 2023.
5. Letter from Leland Miller, Chief Steward, received February 11, 2023.
6. Letter from Russ Gardner, Chairman of the SOM, received on February 15, 2023.
7. Additional letter from Mr. Burdette, received February 17, 2023.
8. Letter from Doug Nickel, Race Director, received February 20, 2023.

FINDINGS

Mr. Burdette based his appeal on GCR 8.2. (Hearings and Judgements) and alleges he was told he could not protest by multiple stewards. He did not provide any names of

those stewards. The COA received testimony from Race Director Doug Nickel and Chairman of the SOM Russ Gardner who were unable to confirm Mr. Burdette's allegation.

Mr. Burdette also stated he had possibly exculpatory in-car video available and attempted to have Mr. Gardner review the video on Mr. Burdette's laptop during post-race impound. Mr. Gardner did not view the video and later reported he was busy gathering information he needed to appoint the SOM courts to hear each of several actions resulting from the race. Mr. Gardner further stated he informed Mr. Burdette he would be able to share his video during the hearing on Mr. LaMaina's protest and advised Mr. Burdette he should remain on site until called by the First Court. However, Mr. Burdette left the track. Mr. Burdette submitted his video with his appeal letter and provided his analysis of what occurred.

The COA solicited comments from event officials regarding their interactions with Mr. Burdette. The Race Director and the Chairman of the SOM were not able to corroborate Mr. Burdette's assertions. The COA reviewed the evidence and video submitted in the Observers Report and did not find fault with the actions of the First Court. The COA also reviewed Mr. Burdette's video and finds it does not contradict the First Court's ruling placing Mr. Burdette at fault in the contact. Additionally, the COA finds GCR 8.2. says, in part, "Unless they are specifically released by the Chairman SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against him."

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Charles Mactutus vs. SOM COA Ref. No. 23-02-SE March 8, 2023

FACTS IN BRIEF

On January 15, 2023, at the Hoosier Racing Tire SCCA Super Tour Winter Vacation held at Sebring International Raceway, Fred Brinkel, Clerk of the Course, submitted a Request for Action (RFA) to review a reported jumped start of the Group 3 Spec Miata (SM) Race 2 involving SM #66, driven by Charles Mactutus; SM #2, driven by Jim Drago; SM #157, driven Tyler Gonzalez; and SM #177, driven by Travis Wiley. The designated Start Judges: Richard Muise and Pedro Prado witnessed the start from the fourth floor of the Sebring Tower.

The Stewards of the Meeting (SOM), Philip Croyle, Sherri Croyle, and Bob Gardner, Chairman, met, reviewed the available in-car and static videos, heard witnesses (including the two start judges) and determined Mr. Mactutus, Mr. Drago, and Mr. Gonzalez violated GCR 6.5.2.C.1. by improving their positions relative to the field by passing Mr. Wiley in SM #177 (the pole car) before the green flag was displayed. The three drivers were each penalized five positions in class and two penalty points were assessed to their competition licenses as prescribed by GCR 7.4.A. (Penalty Points).

Mr. Mactutus appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, James Foyle, and Bev Heilicher, (Chairman) met on February 23, 2023, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Charles Mactutus, submitted January 24, 2023.
2. Notification of Appeal, received February 16, 2023.
3. Official Observers Report and related documents, received February 16, 2023.
4. Videos from the cars of Mr. Mactutus, Mr. Drago, Mr. Gonzalez, and Mr. Wiley, received February 16, 2023.
5. Static video of the approach to the start from Richard Muise, Start Judge, received February 16, 2023.

FINDINGS

Mr. Mactutus alleges Mr. Wiley, the pole sitter, coming to the green flag “suddenly hesitated,” forcing Mr. Mactutus to move out of line in order to avoid contact with Mr. Wiley. Mr. Mactutus also brought forth this same point in the original hearing. He contends that for this reason, his movement out of the line should be excused.

Mr. Wiley testified to the SOM there was no “hesitation”; rather, he was merely shifting into third gear and subsequently maintained the speed of the pace car when it left the track surface. The other witnesses (Mr. Drago and Mr. Gonzalez) stated they moved out when Mr. Mactutus moved out and followed tight on his bumper. Both denied the pole car “suddenly hesitated” as stated by Mr. Mactutus. The two start judges also testified there was no “sudden hesitation” by the pole sitter.

The Court of Appeals reviewed all available videos, including in-car video from the four cars involved and the Start Judge’s video of the field approaching the start stand. The COA did not observe an abrupt change in speed in Mr. Wiley’s approach to the start prior to Mr. Mactutus moving out of line. The COA further notes neither the outside pole sitter nor the cars following behind him adjusted their line for a “sudden hesitation” and all maintained a similar speed in their respective positions. Mr. Mactutus offered analysis of his video but provided no new material evidence.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. Mr. Mactutus’s appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.