

# **Fastrack** **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

**NOTE:** This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the [scca.com](http://scca.com) website on or about November 20.

## **CLUB RACING BOARD MINUTES | December 3, 2024**

The Club Racing Board met by teleconference on December 3, 2024. 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, Peter Jankovskis and Mark Weber, BoD liaisons; Eric Prill, Chief Operations Officer, 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. #37117 (Rob Piekarczyk) B-Spec BOP**

Thank you for your letter.

##### **2. #37148 (John Phillips) Yaris Needs Help**

Thank you for your letter. Any BOP recommendations for the Yaris will be made with the committee's full list of recommendations for 2025.

##### **3. #37149 (John Phillips) 12-18 Yaris**

Thank you for your letter. This and other redundant language in certain Notes sections will be addressed in a future Fastrack.

#### **EV General**

##### **1. #36011 (Drew Cleaver) EV Firefighting Guidelines for Track Safety Crews**

The author has been contacted on this topic and the EVAC thanks him for his interest.

#### **General**

##### **1. #37303 (Connor Loughhead) Class Changes and Majors Schedule**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter # 37307 in this Fastrack.

##### **2. #37307 (Andrew Abbott) 2025 FV Runoffs Qualification Proposal**

The CRB is appreciative of the effort that you and others have made to rally FV competitors and the time spent to develop your submission. We further understand that removal of FV from the Super Tours will make it more difficult to reach the top 50% because there will likely not be as many cars scoring points within each conference. One of the objectives of the changes being implemented was to increase competition and participation during the season. The increased level of difficulty and competition to earn a Runoffs invitation that you anticipate is therefore not necessarily a bad thing.

Prior to introduction of the Majors and Super Tours, Runoffs invitations were based on the driver's final point standing within their Division and thus more "in line" with what we currently have in FV and FF. Earning a Runoffs invitation was more difficult in some Divisions than others. Qualifying for Runoffs under the current Majors/Super Tour program is significantly easier than it was under the previous system. As we move forward to update the SCCA Road Racing Program, a decision needs to be made with respect to Runoffs and whether the qualifying criteria should be tightened or relaxed to a standard more in line with what

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you have proposed. As important, we need to determine whether, and if so how, Runoffs can be leveraged to improve competition and increase participation during the season.

While being empathetic to the increased competition and difficulty FV participants will now face in qualifying for a Runoffs invitation, the CRB has concerns about the resolution you propose in that it would create varying standards amongst the classes. There is a desire to maintain consistency across the classes and events that clearly conflicts with your proposal. That being said, under the circumstances the most equitable decision is to change the 2025 Runoffs invitation criteria for FV and FF to the following: a) participate in a minimum of three (3) separate Majors or Bonus Majors event weekends; and b) have a minimum of three (3) individual Majors race finishes.

Per the GCR, FV and FF will still have to meet and fulfill 3.7.4.A.1.a but will be exempted from 3.7.4.A.1.b for 2025. The CRB will further consider the additional criteria you have set forth in your letter (Part 2) as it concerns the qualifying percentage rule and will announce any changes for FV and other classes no later than publication of the Supplemental Regulations for the 2025 Runoffs. We collectively look forward to large grids in both FV and FF in 2025 as a result of this change and your continued efforts.

**3. #37309 (Gerard-Owen Callaghan) Support for Letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**4. #37315 (Jon Adams) 2025 FV Runoffs Letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**5. #37318 (Jeffrey Filipkowski) I support letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**6. #37319 (Connor Loughhead) FV Proposals**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**7. #37321 (Robert Posner) Letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**8. #37322 (Quinn Posner) I support letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**9. #37324 (Brian Styczynski) FV rule and schedule changes**

Thank you for your letter. The Club Racing Board appreciates your comments and fully understands the scheduling issue that this has created for the displaced classes. We are trying to work with STAFF and BOD to resolve these. Please see the response to letter #37307 in this Fastrack.

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**10. #37325 (Brian Farnham) FV and FF qualifications**

Thank you for your letter. The Club Racing Board appreciates your comments. HST events should not be included in calculating the FV, FF or F6 average entry number. Please see the response to letter #37307 in this Fastrack.

**11. #37326 (Mike Kelley) Support of letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**12. #37334 (Raymond Blethen) I support letter #37307 regarding FV Runoffs qualification**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**13. #37336 (Robert Detrick) Support of letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments and understands your frustration. Please see the response to letter #37307 in this Fastrack.

**14. #37338 (Raymond Blethen) Runoffs Eligibility - Regional Qualification Path**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**15. #37340 (Bill Styczynski) I support letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**16. #37341 (Nicholas Fay) Super tour**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**17. #37342 (Trevor Carmody) Support of letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**18. #37343 (Thomas Galuardi) In support of letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**19. #37344 (Christopher Robson) Support of letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

**20. #37345 (Mark Farnham) Letter 37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

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21. #37346 (Jeffrey Spencer) I support letter 37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

22. #37349 (Stevan Davis) Support for Letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

23. #37351 (Graham Loughhead) Support of Letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

24. #37353 (James Ray) I support letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments and insight as a non-FV racer. Please see the response to letter #37307 in this Fastrack.

25. #37354 (David Grimes) I fully support letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

26. #37355 (Stephen Blethen) Support for letter 37307

Thank you for your letter. The Club Racing Board appreciates your comments. The Runoffs is certainly a method to leverage participation during the season and always has been. Keep in mind that prior to the Majors/HST format a Runoffs entry was achieved by participation and finishing position in National races held in your home Division. There was no Regional path to Runoffs. You may now qualify by participation/finish in any Conference with the ability to utilize the 2+2 path which allows one to count Regional Participation in lieu of Majors; the number of participants who utilize that path is very small. Please see the response to letter #37307 in this Fastrack.

27. #37356 (Tom Stephani) I support letter 37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

28. #37360 (Gavin Sweeney) I support letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

29. #37364 (Jeff Loughhead) FV Proposals

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

30. #37393 (Frances Mary Loughhead) Support of Letter #37307

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

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## **31. #37401 (Brandon Abbott) Support Letter #37307 - FV Runoffs Qualification**

Thank you for your letter. The BOD recently approved a change to 3.1.1.1.E.3 via Tech Bulletin/Race Memo of 10/27/2024 that allows the host Region to include Regional Classes in Majors Run Groups. Please see new language set forth in **red** below:

### **3.1.1.E.3**

**3. Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.1.F.2.b.**

### **3.1.1.F.2.b**

b. When non-Runoffs eligible classes are included in Runoffs-eligible groups at Majors Conference events, the non-Runoffs eligible entries are treated as Majors entries and are subject to the same event audit fees and must meet the driver eligibility requirement in GCR 3.1.1.B.

Changes to these GCR sections would need to be specifically requested through the SCCA letter system.

## **32. #37411 (Mark Richardson) 25 RunOffs Invitation Requirement Changes from Super Tour Changes**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

## **33. #37435 (David Scaler) I Support Letter #37307**

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #37307 in this Fastrack.

## **GT1**

### **1. #36850 (Daniel Speer) GT1 Alternate Engine Combination for Cost Reduction**

Thank you for your letter. Please see the CRB response to letter #37045 in current Fastrack.

## **GT2**

### **1. #37283 (Kevin Park) Question about Ginetta**

Thank you for your letter. Car is currently classified in GT2 and may also be classifying in T1 at a future date.

### **2. #37462 (Grand Touring Committee) letter #36686 request #2...**

Thank you for your letter. This letter had a 2nd request asking for a Ford Coyote V8! I have made contact for more information.

## **SM**

### **1. #36905 (Jim Drago) SM Tire Items**

Thank you for your letter. Item # 1 in your letter has been addressed by SMAC. Please see response to letter # 36985. The remainder of the items in your letter fall in to the control of Topeka with the team that makes the business decisions and negotiates the tire contracts for the club. They are aware of the concerns you have in your letter and will be taking them into account as the contract negotiations continue.

### **2. #36985 (Jim Drago) Tire Limiting**

Thank you for your letter. SMAC received several requests on this topic and chose to put out a survey to the 2024 HST Spec Miata entrants. Overwhelmingly the responses were for implementing tire limiting for all HST events in 2025. Based on these responses SMAC has submitted this recommendation to CRB for approval.

### **3. #36986 (Michael LaMaina) Tire Limiting for 25**

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

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4. #36987 (Louis Boustani) TIRE LIMITING

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

5. #36988 (Rob Hines) Please Implement Tire Limiting at all Majors & Super Tour Events

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

6. #36989 (Michael LaMaina) Tire Limiting for 25

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

7. #36990 (Robert Stretch) Please Limit Tires for 2025 HST Events

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

8. #36991 (Taylor Ferranti) SM Tire Limiting - HST

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

9. #36993 (Mark Curlee) Tire Limiting

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

10. #36998 (Vinnie Meskelis) Tire Limiting rule for 2025 SCCA Super Tour

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

11. #36999 (Christopher Haldeman) Tires Marking

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

12. #37002 (Gordon Harmon) Tire Marking

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

13. #37020 (Matthew Stretch) Tire Limiting

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

14. #37025 (Manfredi Alliata) Tire Limiting Program

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

15. #37028 (Nick Bruni) Recommendations for Tire Management in SM Class

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

16. #37040 (Logan Stretch) 2025 Super Tour Tire Limiting

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

17. #37055 (Joseph Federl) Tire Limit Hoosier Super Tour

Thank you for your letter. Please see response to letter # 36985 in current Fastrack.

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## **ST General**

1. #37402 (John Weisberg) Sunroof Wording

Thank you for your letter. Please see GCR Section 9.3.17. DETACHABLE PANELS/SUNROOFS for clarification.

## **STU**

1. #37218 (Tim Pitts) Gasoline Direct Injection (GDI) to Port Injection Conversion

Thank you for your letter. We would consider this on a spec line for a specific engine. Please submit a parts list for us to consider.

## **Not Recommended**

### **B-Spec**

1. #37147 (John Phillips) Mini Coupe Rule

Thank you for your letter. The BSAC does not recommend this change. We will continue to monitor this car's performance and manage its BOP through other methods.

2. #37228 (Mark Wheaton) Alternate Header for 2007-2010 B-Spec Mini Cooper

Thank you for your letter. The BSAC is aware that the OBX header is not currently available, but does not want to open Pandora's box by allowing the replication of that part. We are aware of counterfeit versions of the previous Mazda 2 header being reproduced and that is a situation we do not want to create for the Mini as well. The committee will continue to explore ways to make the performance of the OE catalyst-equipped cars equal to or better than the header configuration.

## **GCR**

1. #37065 (Patrick Lipsinic) Allowing e85 Fuel

Thank you for your letter. The Club Racing Board does not recommend this change. Permitting an ethanol percentage greater than the currently permitted 10% would impact the Balance of Performance (BoP) and effectively eliminate SCCA fuel testing capabilities at events.

## **HP**

1. #37151 (Bill Okell) Performance Upgrade for the MG Midget

Thank you for your letter, however additional changes for this car are not recommended at this time. The PAC would like to see more usage of the 12.0:1 compression allowance that was given for the 2024 season, so that additional data of its impact can be gathered, as well as the effect of other changes that are being made within the HP class.

2. #37172 (Matthew Brannon) Fiat X1/9 – H-Production Competition Adjustment

Thank you for your letter, but changes for this car are not recommended at this time. Collected data indicates that it is very close to the ideal performance realm of HP, and other changes are being made at this time to try and further improve balance within the class.

## **SM**

1. #37314 (Nick Leverone) Request to Add Weight

Thank you for your letter. Adding 50lbs to every platform has BOP implications that would need to be thoroughly investigated, so at this time SMAC does not support adding weight across the board to all platforms. In the interest of safety relating to the RA accident, SMAC did request some clarity on cage installation rules specifically in SM that will make the car a little bit lighter and more importantly easier to weld cages into the car, get proper 360 degree welds on the main hoop and open up a path to install additional tubes that may better protect the fuel tank.

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## STL

1. #37384 (Raymond Blethen) Change Maximum Rotor Size from 300mm to 325mm

Thank you for your letter. Request is not within the class philosophy of the class.

2. #37386 (Raymond Blethen) Request to add ITR to STL

Thank you for your letter. Request is not within the class philosophy of the class.

## T2

1. #37206 (Jason Ott) 997.2 BoP Request

Thank you for your letter. Recent changes were made to adjust the leading T2 cars in letter #37312 in current Fastrack.

## 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](http://www.clubracingboard.com).

## AS

1. #37287 (Morey Doyle) Request to Allow Maxxis Victra RC-1 Tires

In GCR, Section 9.1.6.D.6.b.4., change list as follows:

"BFGoodrich R1 & R1S

Goodyear DOT radial DOT R compound

Hankook Ventus Z214 C51/Medium

Hoosier R7 or R6 **RCES** or WET/H2O or W2

Kumho Ecsta V700 series

Nitto NT01

Toyo R888, Toyo Proxes RA1, or Proxes RR

Yokohama A048 or A052

**Maxxis Victra RC-1"**

## GCR

1. #37156 (Club Racing Board) Flat Tow Standards

In Operating Rules, GCR section 5.4.4, add a new section as follows:

***"I. Flat Towing***

***Formula and sports racing cars may be flat towed with a hard connection only with the driver's consent, unless specific class rules require a towing eye for flat towing with a hard connection. If the class's rules do not require a towing eye and the driver of a formula or sports racing car does not consent to being flat towed with a hard connection, the car must be flat towed only with a connection that can be released by the driver."***

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## 2. #37429 (SCCA Staff) Bonus Majors

In U.S. Majors Tour Races, GCR section 3.1.1, change as follows:

"U.S. Majors Tour races are high-profile sprint races for drivers seeking an elevated level of competition. The Head of Road Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S. Majors Tour is organized as **a** series of events within six geographic units known as Conferences. *Competitors will find event specific information on the SCCA website and in the Supplemental Regulations.*

### A. Types of U.S. Majors Tour Events

#### 1. Conference Events

Points earned in Conference races in ~~Runoffs~~ **Majors**-eligible classes will count toward the Conference **Majors** Championships (see 3.7.2), ~~and qualification for the National Championship Runoffs (see 3.7.4).~~ They may also count toward Divisional Championships (see 3.7.1). *Majors-eligible classes that are also invited to the Runoffs will earn participation credit for the National Championships (see 3.7.4).* There may be a non-~~Runoffs~~ **Majors** eligible component of an event (see 3.1.1.E.2).

*Bonus Majors: At select Regional events Majors-eligible classes may be designated to receive points that will count towards the Conference Majors Championship (see 3.7.2) within which the event is held, together with participation credit for purposes of the National Championship Runoffs (see 3.7.4). This option, to be exercised by the CRB with assistance from the Head of Road Racing, is intended to provide additional opportunities for classes that are not eligible for Super Tour events or to otherwise improve participation and competition in other classes.*

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

#### 2. Super Tour Events

Super Tour Events are specially-designated Conference Events that include additional enhancements *A select number of Majors-eligible classes will be designated by the CRB no later than December 1<sup>st</sup> as Super Tour-classes for the following season.* Points earned in Super Tour Events in ~~Runoffs~~ **Super Tour**-eligible classes will count toward ~~the~~ Conference **Majors** Championships (see 3.7.2) ~~and~~ the Super Tour Championship (see 3.7.3). *Super Tour classes that are also invited to the Runoffs will earn participation credit and qualification for the National Championships Runoffs (see 3.7.4).*

## 3. #37478 (SCCA Staff) GCR Section 9.4.5.H Cockpit Safety Barrier Approval for Radical

In GCR section 9.4.5.H, add as follows:

"CSBs that are not FIA approved may be considered by SCCA's Technical Department on a case-by case basis following development and adoption of crashworthiness standards. *Radical Motorsport Cockpit Safety Structure is allowed for use on those cars that Radical Motorsport has approved it for.*"

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4. #37505 (SCCA Staff) SFI 2015 Helmets Will be Valid Through 2026.

In GCR section 9.3.19.C.2, add as follows.

"Crash helmets approved by the Snell Foundation with Snell sticker 2015 or later Special Application SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1/2015 or newer, or by the FIA standard 8859-2015 or FIA 8860-2010 or newer. SFI labeled helmets must have a year printed on the label to be valid. *SFI 2015 Helmets will be valid through 2026.* Each driver's helmet shall be labeled with a minimum of the driver's name."

5. #37521 (Club Racing Board ) FV and FF

In SCCA Runoffs, GCR section 3.7.4.A.1.b, add the following:

*"3. FV and FF are exempted from the performance requirement for the 2025 season."*

## General

1. #37249 (SCCA Staff) Return to 2 Qual Sessions for 3 Day Super Tours

In GCR, Section 3.1.1.D.1.c.2., change as follows:

"Three-day events shall have a minimum of 50 minutes of non-racing track time available per Majors class entry. ~~One practice session and one~~ *Two* qualifying sessions are recommended. End-of-session hardship policy is recommended."

In GCR, Section 3.1.1.D.2.c.2., change as follows:

"Three-day events shall have a minimum of two (2) qualifying sessions totaling at least 50 minutes of non-racing track time available per Majors class entry. ~~One practice session and one~~ *Two* qualifying sessions are recommended. End-of-session hardship policy is recommended."

## SM

1. #37503 (SCCA Staff) Tire Marking at Hoosier Super Tours

In GCR section 9.1.7.C.6, add as follows:

*"c. SM TIRE MARKING: a. Cars in SM are limited to running 1 (one) new (sticker) set, used tires or any of those combinations, of class specified Hoosier (SM 7.5) per regular season Hoosier Super Tour event weekend during qualifying and races (not including any test day sessions). Before the first dry qualifying or race (if rain in qualifying) session competitors will supply four Hoosier SM 7.5 tires for marking to use during the entire weekend. Class specified rain tires will not be marked. b. A mandatory impound for all SM competitors is required after the first dry qualifying or race (if rain in qualifying) session. It is the competitor's responsibility to ensure their tires are marked prior to going on track for the next session. c. If a competitor damages a tire or wheel, and there is a safety concern, the competitor must find the Hoosier Super Tour Series Tech Chief or SM CCC, if assigned, for inspection. At the direction of the Hoosier Super Tour Series Tech Chief or SM CCC, the competitor will be allowed to substitute alternate used tire(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire."*

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## SMX5

1. #37504 (SCCA Staff) Tire Marking at Hoosier Super Tours

In GCR section 9.1.7.1.D.16, add as follows:

*"c. SMX TIRE MARKING: a. Cars in SMX are limited to running 1 (one) new (sticker) set, used tires or any of those combinations, of class specified Toyo tires (Toyo RR P235/40/ZR17) per regular season Hoosier Super Tour event weekend during qualifying and races (not including any test day sessions). Before the first dry qualifying or race (if rain in qualifying) session competitors will supply four Toyo RR P235/40/ZR17 tires for marking to use during the entire weekend. Class specified rain tires will not be marked. b. A mandatory impound for all SMX competitors is required after the first dry qualifying or race (if rain in qualifying) session. It is the competitor's responsibility to ensure their tires are marked prior to going on track for the next session. c. If a competitor damages a tire or wheel, and there is a safety concern, the competitor must find the Hoosier Super Tour Series Tech Chief or SMX CCC, if assigned, for inspection. At the direction of the Hoosier Super Tour Series Tech Chief or SMX CCC, the competitor will be allowed to substitute alternate used tire(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire."*

## STL

1. #37452 (Super Touring Committee) remove wording from 9.1.4.2 D3

In GCR Section, 9.1.4.2.D.3. change as follows:

*"Unless otherwise allowed in these regulations, no other relocation or reinforcement of any suspension component or mounting point is permitted."*

## STU

1. #37225 (David Fiorelli) Clarification on STU Differential Allowance

In GCR, Section 9.1.4.L., add the following:

*"5. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing.  
6. Any limited-slip or locking differential is permitted."*

In GCR, Section 9.1.4.2.C., change as follows:

~~"3. Any final drive ratio is permitted provided it fits the differential/transaxle housing without modification to the housing.  
4. Any limited-slip or locking differential is permitted.  
5. Short shift kits are allowed."~~

## T2-T4

1. #36789 (Stephen Blethen) Removal of Fog Lights

In GCR, Section 9.1.9.2.D.8.a., add the following:

*"9. OEM fog lights may be removed. The resulting hole may be directed to brake ducts or coolers, any resulting hole not used for cooling must be covered."*

## Taken Care Of

### GT1

1. #37291 (Scotty B White) FIA GT3 Classing

Thank you for your letter. Please see the CRB response to letter # 36254 in December Fastrack.

### GT2

1. #37106 (Brian Goldberg) Panoz Esperante GTS Letter ID Number: #36686 - Additional Info

Thank you for your letter. Please see CRB response to your letter #36686 in current Fastrack.

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## **HP**

1. #37174 (Chuck Brehm) Fiat X1/9 – H-Production Competition Adjustment

Thank you for your letter. Please see response to Letter #37172 in current Fastrack.

## **ST**

1. #37311 (Ethan Swindel) Advisory Committee Interest

Ethan Swindel has been added to the Super Touring Advisory Committee.

## **T3**

1. #37289 (Scotty B White) T3 Classing

Thank you for your letter. Please see letter #37080 in current Fastrack.

2. #37290 (Scotty B White) T3 Classing

Thank you for your letter. Please see letter #37080 in current Fastrack.

## **What Do You Think**

None.