

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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, Tony Ave, and Shelly Pritchett, Secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs, Dayle Frame and Mark Weber, BoD Liaisons; Eric Prill, Vice President, Road Racing, Jeff Barrow, Director of Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series 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.

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

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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.

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

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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.

ST General

1. #37402 (John Weisberg) Sunroof Wording

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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.

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."

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 1st 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.*"

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."

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.

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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.

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.

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DATE: December 20, 2024

NUMBER: TB 25-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2025 unless otherwise noted. 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

1. #36177 (Gregory Eaton) Increase Coyote Engine Restrictor to 80mm

In AS Spec Lines, add to Notes as follows:

Ford mustang (GT 05-14): "*Gen 1- 67mm Gen 2-64mm*"

Ford mustang (GT 05-14): "*Gen 1- 67mm*"

Ford mustang (GT 15-17): "*Gen 1- 67mm*"

Ford mustang (GT 94-04): "*Gen 1- 67mm Gen 2-64mm*"

Ford mustang cobra & Cobra R Mercury Capri (79-93) (79-86): "*Gen 1- 67mm Gen 2-64mm*"

2. #36867 (Michael Kamalian) Performance Pack for 2015+ Mustang

In AS Spec Lines, Ford Mustang Coupe GT (05-14) Restricted Prep., change Notes as follows:

"The 4.6L engine assembly has a weight reduction of 300 lbs. 5.0L/6spd engine/trans: *track pack front and rear spoiler allowed.*"

In AS Spec Lines, Ford Mustang Coupe GT (05-14) with Restricted Prep. engine, change Notes as follows:

"Max. Wheel Size: Dia.18.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) and full prep brake package may be used. Either engine may be used. ~~1st Generation 5.0L Coyote 11-14 62mm FPR 2nd Generation 5.0L Coyote 15-17 61mm FPR~~ Cold Air Intake allowed Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 *track pack front and rear spoiler allowed.* Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68."

In AS Spec Lines, Ford Mustang GT 5.0L (15-17) Restricted Preparation, change Notes as follows:

"Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. ~~61mm flat plate restrictor required. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~ 11" wide wheels can be used until 3/1/25. *Performance pack front and rear spoiler, body kit allowed.*"

In AS Spec Lines, Ford Mustang GT 5.0L (2018-), change Notes as follows:

"Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. ~~60mm flat plate restrictor required.~~ 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted. ~~Alternate transmission Ratios 3.24, 2.10, 1.42, 1.00, 0.81, .062.~~ *Performance pack front and rear spoiler, body kit allowed.*"

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3. #37131 (Timothy White) Gear Ratios

In AS Spec Lines, change Gear Ratios as follows:

Cadillac CTS-V (04-07):

"2.97, 2.07, 1.43,1.00, 0.84,0.56 or 3.01, 2.07, 1.43, 1.0, .84, .57 **or 2.20, 1.64,1.28,1.00 or 2.88, 1.91, 1.33, 1.00**"

Chevrolet Camaro, Pontiac Firebird (70-81), Full Prep:

"3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, or 2.20, 1.64,1.28,1.00 **or 2.87,1.89,1.28,1.00**"

Chevrolet Camaro, Pontiac Firebird (70-81), Restricted Prep.:

"3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, or 2.20, 1.64,1.28,1.00 **or 2.87,1.89,1.28,1.00**"

Chevrolet/Pontiac Camaro & Firebird (82-92) Full Prep:

"3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 or 2.20, 1.64,1.28,1.00 **or 2.88, 1.91, 1.33, 1.00**"

Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep:

"3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00,0.73or 3.35, 1.93,1.29, 1.00,0. 61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20,1.64,1.28,1.00 **or 2.87,1.89,1.28,1.00,.81**"

Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted prep:

"2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00**"

Chevrolet Camaro SS (V8) (10-15) Restricted Prep:

"3.01, 2.07, 1.43, 1.0, .84, .57 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00**"

Chevrolet Camaro (10-15) Full Prep:

"3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 **or 2.87,1.89,1.28,1.00,.81**"

Chevrolet Camaro (16-) Full Prep:

"3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73or 3.35, 1.93,1.29, 1.00,0. 61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 **or 2.87,1.89,1.28,1.00,.81**"

Chevrolet Camaro, 1LE (16-):

"2.66,1.78,1.30, 0.74,.50 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00**"

Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder:

"2.97, 2.1, 1.46, 1.00, 0.74, 0.50 or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00**"

Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) Full Prep:

"3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 **or 2.87 1.89 1.28 1.00 0.81**"

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Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine:

"2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68. **or 2.87, 1.89, 1.28, 1.00, .81**"

Ford Mustang Including Cobra 94-04 Full Prep:

"3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28, 1.00 **or 2.87 1.89 1.28 1.00 0.81**"

Ford Mustang Cobra and GT 94-95 (Restricted Prep):

"3.35, 1.99, 1.33, 1.00, 0.68 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor:

"3.35, 1.99, 1.33, 1.00, 0.68 or 3.27, 1.98, 1.34, 1.00, 0.67 or 3.37, 1.99, 1.33, 1.00, 0.68 or 3.38, 2.00, 1.32, 1.00, 0.68 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

Ford Mustang GT (05-14) Full Prep:

"3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

Ford Mustang GT 5.0I (15-17) Restricted Preparation:

"3.66, 2.43, 1.69, 1.32, 1.00, .65 or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63, or 3.24, 2.10, 1.42, 1.00, 0.81, .062. **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

Ford Mustang GT 5.0L (2018-) Restricted Preparation:

"2.97, 2.07, 1.43, 1.00, 0.84, 0.57 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

Pontiac GTO (04-06) Restricted Prep.

"2.97, 2.07, 1.43, 1.00, 0.84, 0.57 **or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00**"

4. #37208 (Gary Mathews) ECU specs for LS engine

In AS SPEC LINES, Cadillac CTS-V (04-07) Restricted Prep., change Notes as follows:

"Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Tremec TR6060 Transmission with 3.0 1, 2.07, 1.43, 1.0, .84, .57 ratios permitted. 11" wide wheels can be used until 3/1/25. **Any ECM may be used.**"

In AS SPEC LINES, Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep., add to Notes as follows:

"Any ECM may be used."

In AS SPEC LINES, Chevrolet/Pontiac Camaro & Firebird (82-92) 5.7L V-8 LS1, add to Notes as follows:

"Any ECM may be used."

In AS SPEC LINES, Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1, add to Notes as follows:

"Any ECM may be used."

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In AS SPEC LINES, Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1; 98-02, change Notes as follows:

"5.7L LS1:

GM Performance Parts camshaft Kit P/N-19355738 is permitted. Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.

~~Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.~~

1-3/4 headers allowed. For the LS1 connecting rods Callies P/NCSC6100DS6A2AH, Scat rods P/N2-1CR6100-944, GM performance rods P/N12649190. *Any ECM may be used.*"

In AS SPEC LINES, Chevrolet Camaro SS (V8) (10-15) Restricted Prep., add to Notes as follows:

"Any ECM may be used."

B-Spec

1. #36965 (Alex Ratcliffe) Bilstein Rear Shock Request for Hyundai Accent/Kia Rio

In B-Spec Spec Lines, Hyundai Accent Hatchback (12-19), add to Notes the following:

"Bilstein B8 shock 33-187112 approved for use in rear suspension."

In B-Spec Spec Lines, Kia Rio Hatchback (12-19), add to Notes the following:

"Bilstein B8 shock 33-187112 approved for use in rear suspension."

C-Spec

1. #37098 (B-Spec/C-Spec Committee) Add suspension kit for 2004-09 Mazda 3

In C-Spec Spec Lines, 2004-09 Mazda 3i (2004-09), add to Notes as follows:

"Allow BC Racing N-03-BR or RedShift N-03-CSPEC kit."

2. #37099 (B-Spec/C-Spec Committee) Add bodystyles to C-Spec spec lines

In C-Spec Spec Lines, change Make/Model as follows:

"Ford Focus *Hatchback/Sedan* (2012-18)"

"Honda Civic *Coupe/Sedan* (2012-15)"

"Honda Civic *Coupe/Sedan* (2006-11)"

Electric Vehicle

None.

Formula/Sports Racing

None.

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GCR

1. #36592 (Club Racing Board) Request to Modify 3.1.2.C.3 to correct the reference of the SCCA

In Events, GCR section 3.1.2.C.3, add the following:

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

2. #37532 (Club Racing Board) Licensing Table E&O

In Appendix C. Licensing and Types, replace Table 1 as follows:

Table 1									
LICENSE LEVEL	SCCA MEMBER TYPE	AGE	LICENSE APPROVAL	APPLICATION (Paper Form or MAP Online Purchase)	MEDICAL FORM	ONLINE DRIVERS SCHOOL (MODULES 1 & 2)	FEE	MAX. TERM	OTHER
14 and 15 YEAR-OLD NOVICE PERMIT	Regular Member in good standing	14-15 years old	SCCA National Office	Application for Novice Permit	Required	Required	See Novice Permit Application or Online Store for current fees	1 year	Proof of Age + Divisional Licensing Administrator Approval
NOVICE PERMIT (NEW ISSUE)	Regular Member in good standing	16 years or older	SCCA National Office or Divisional Licensing Administrator	Application for Novice Permit	Required	Required	See Novice Permit Application or Online Store for current fees	1 year	Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
FULL COMPETITION (NEW ISSUE)	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Licensing Administrator	Application for Full Competition License	Required	Required	See Full Competition License Application or Online Store for current fees	1 year	Valid Certificate of Compliance from an SCCA Accredited School recommending a Full Competition License.
FULL COMPETITION PARTICIPATION WAIVER	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Licensing Administrator	Application for Full Competition License	When needed	Required unless waived by Divisional Licensing Administrator	See Full Competition License Application or Online Store for current fees	1 year	DLA license waiver approval. Online Driver's School Modules required for anyone not previously SCCA Licensed. DLA discretion for previous SCCA License Holder.
NOVICE TO VINTAGE	Regular Member in good standing	14 years or older	SCCA National Office or Divisional Licensing Administrator	Completed Novice Permit + Application for Vintage License	When needed	Not Required See App. C.2.12.B	See License Application or Online Store for current fees	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit

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NOVICE TO FULL COMPETITION	<i>Regular Member in good standing</i>	14 years or older	SCCA National Office	Completed Novice Permit + Application for Full Competition License	When needed	<i>Not Required See App. C.2.12.B</i>	<i>See Full Competition License Application or Online Store for current fees</i>	1 year	Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. Note: 1 SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.
VINTAGE RENEWAL	<i>Regular Member in good standing</i>	14 years or older	SCCA National Office	Application for Vintage License Renewal	When needed	<i>Not Required See App. C.2.12.B</i>	<i>See License Application or Online Store for current fees</i>	1 year	Results of 1 Vintage Race or 1 SCCA Regional Race from the prior 12 months
FULL COMPETITION RENEWAL	<i>Regular Member in good standing</i>	14 years or older	SCCA National Office	Application for Full Competition License Renewal	When needed	<i>Not Required See App. C.2.12.B</i>	<i>See Full Competition License Application or Online Store for current fees</i>	1 year	<i>Results of 1 SCCA U.S. Majors Tour, SCCA Regional, SCCA Vintage, SCCA Pro Racing or FIA weekend per year</i>

3. #37535 (Club Racing Board) GT3 Regional Class, GT3U Majors/Runoffs Class for '25 (STU'26)

Per Race Memo 24-08 In GCR section 9.1.2, make changes as follows:

"GT3 (GT3) *Regional Class*"

"*GT-3U (GT3U)*"

In GCR section 9.1.2.f, make changes as follows:

"9.1.2.F GT-2, 3, *3U*, Lite CATEGORY SPECIFICATIONS"

In GCR section 9.1.2.F.3, add as follows:

"9. All GT3U (Majors and Runoffs) cars shall run at current GT3 race weight plus 150lbs. All GT3U cars shall run one of the following tire and wheel combinations: A Dot approved tire with maximum section width of 245. GT3U cars base wheel is a maximum of 15"x9". "18"x9" wheels are allowed with a 3% weight addition. GT3 U cars utilizing 15"x7" wheels are limited to a section width of 225 with a 25 pound weight reduction."

General

None.

Grand Touring

GT General

1. #37137 (Christopher Childs) Correct language regarding OEM Aero Devices

In GCR, Section APPENDIX L. 2013 TA2 TECHNICAL REGULATIONS, B.2.c., change as follows:

"B. Aerodynamic Devices

2. Rear wing

c. 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. *OEM aerodynamic devices do not need to adhere to the height rule."*

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GT1

1. #37045 (Robert Logsdon) Addition of a limited prep LS Chevy engine for GT1

In GCR, Section 9.1.2. GT1 Spec Lines, GT1 Approved Automobile List, LS1 V8 engine allowed with stock intake, add the following:

"LS1 Limited Prep GT1 motor

2600 # with driver

Blocks : GM castings or aftermarket, no lightening, Max volume 383 cubic inches

Cylinder Heads: GM LS castings or aftermarket, stock valve angle, intake and exhaust ports must be in stock location, porting and polishing allowed

Valves: No titanium valves, must be stock size for head part number

Rockers: Factory 1.7 rockers only, aftermarket trunion mod allowed

Pushrods: Free

Intake manifold: stock EFI for variant used or GM 525 carb intake or Edelbrock carb variants ie: Performer RPM, Victor, Victor Jr. or similar.

Camshaft: Hydraulic roller only, standard journal size, lift and duration free

Timing chain: single or double roller type only

water pump: stock or aftermarket in stock location

Harmonic dampener: SFI approved,

Pistons: Factory or aftermarket flat top pistons only, valve reliefs allowed, coatings allowed

Crankshaft: Factory or forged steel aftermarket, 50 lb min. weight

Rods: GM stock or aftermarket forged steel

Carburetor: one 4150 type 750 cfm max"

2. #37481 (Grand Touring Committee) GT1-ST Adjustments

In GT1-ST SPEC LINES, change as follows:

Aston Martin Vantage GT3 (2012) :

Restrictor: "~~2 x 41.5mm~~"

Audi R8 LMS Ultra GT3 (10-14) :

Restrictor: "~~2 x 49mm~~"

BMW Z4 GT3 (10-13):

Restrictor: "~~70mm~~"

Chevrolet Corvette C8 (20-):

Restrictor: "~~71mm Flat Plate~~"

Dodge Viper GT3R (2012-):

Restrictor: "~~2 x 40mm~~"

Dodge Viper, incl Comp Coupe, ACR/ACR-X Max Displacement 8400, Weight 3200:

Restrictor: "~~68mm flat plate~~"

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Ferrari 458 GT3 (2011-):

Restrictor: "~~2 x 43mm~~"

Lamborghini Gallardo GT3 (2013):

Restrictor: "~~2 x 47mm~~"

Lamborghini Huracan GT3 EVO(1) (2018-):

Restrictor: "~~2 x 39mm~~"

McLaren MP12C GT3 (2013-):

Restrictor: "~~2 x 36mm~~ 1.50 bar"

Lamborghini Huracan GT3 (2019-):

Restrictor: "~~2 x 40mm~~"

McLaren MP12C GT3 (2013-):

Restrictor: "~~2 x 40mm~~"

Mercedes Benz SLS GT3 (2011-):

Restrictor: "~~2 x 36mm~~"

Porsche 991 GT3-R (2016):

Restrictor: "~~(2) 35mm~~"

Porsche 997 GT3 R (2013-):

Restrictor: "~~65mm~~"

GT2

1. #36686 (Brian Goldberg) Panoz Esperante GTS BOP

In GT2 SPEC LINES, GT Engines - PANOZ, classify 2013-2016 Ford EcoBoost Twin Turbo as follows:

GT Engines – PANOZ								
Engine Family	Engine Type	Bore x Stroke (in.)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
2013-2016 Ford EcoBoost Twin Turbo V-6	3.64 in. x 3.45 in.		3496	Aluminum DOHC	4	Twin Turbo	2600	Ford Turbo model part# FL3Z-6K682-E (Left) FL3Z-6K682-F (Right)

2. #37198 (Tom Patton) GT2 Sunbeam Tiger Alternate Carburetor

In GT2 Spec Lines, GT Engines - SUNBEAM, add to Fuel Induction as follows:

"Carburetors(s) Holly 650 cfm PN #80541-1 and PN #80541-2"

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GT3

1. #37217 (John Mills) VW FunCap weight

In GT3 Spec Lines, GT3 Engines - VOLKSWAGON, "Fun Cup" Beetle Sealed, add to Weight (lbs) as follows:

"Shall be exempt from consolidation add-on weight of 150 lbs."

Improved Touring

None.

Legends Car

None.

Production

1. #37119 (Tim Schreyer) Request to Reduce Weight of BMW 325i/is E30 (84-91) Spec Line

In EP SPEC LINES, BMW 325i/is (E30) (84-91), change Weight as follows:

~~"2200~~2150

*~~2255~~2204

**~~2310~~2258"

2. #37120 (Tim Schreyer) Request Competition Adjustment to BMW Z3 2.5L

In EP Spec Lines, change Notes as follows:

BMW Z3 2.5LL: "(Effective 3/1/2025) ~~56mm~~ 52mm Flat Plate Intake Restrictor is required."

BMW Z3 2.8L (97-00): "(Effective 3/1/2025) ~~59mm~~ 55mm Flat Plate Intake Restrictor is required."

BMW 328i/is E36 (96-99): "(Effective 3/1/2025) ~~62mm~~ 58mm Flat Plate Intake Restrictor is required."

BMW 328i/ci E46 (01-06): "(Effective 3/1/2025) ~~62mm~~ 58mm Flat Plate Intake Restrictor is required."

BMW 325i/is E46 (01-06): "(Effective 3/1/2025) ~~60mm~~ 56mm Flat Plate Intake Restrictor is required."

BMW 325i/is E-36 (92-95): "(Effective 3/1/2025) ~~60mm~~ 56mm Flat Plate Intake Restrictor is required."

BMW 325is M-Technic (1994): "(Effective 3/1/2025) ~~60mm~~ 56mm Flat Plate Intake Restrictor is required."

FP

1. #37437 (Jason Stine) Fix Error in Spridget Spec Line

In FP SPEC LINES, Austin-Healey Sprite Mk. I, II, III, IV MG Midget Mk I, II, III, IV & 1500, change the following:

1275cc:

Bore x Stroke: "~~68.1x78.4 (2.68x3.09)~~ 70.6x81.3 (2.78x3.20)"

Displacement: "~~{77.78}~~ 1275"

Valves IN & EX: "~~{I} 32.1/(1.26) (E) 28.4/(1.12)~~ (I) 33.3/(1.31) (E) 29.5/(1.16)"

1500cc:

Bore x Stroke: "~~1.1x84.3~~ 73.7x87.4 (2.90x3.44)"

Displacement: "~~1491 (90.95)~~ 1493"

Valves IN & EX: "~~{I} 36.6/(1.44) (E) 28.7~~ 29.7/(1.17)"

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2. #37458 (Production Committee) FP Class Adjustments

In FP SPEC LINES, change Notes as follows:

Acura Integra (90-93): "(Effective 3/1/2025) ~~55mm~~ 51mm Flat Plate Intake Restrictor is required."

Acura Integra LS (94-01): "(Effective 3/1/2025) ~~55mm~~ 51mm Flat Plate Intake Restrictor is required."

Acura Integra GSR (92-93): "(Effective 3/1/2025) ~~55mm~~ 51mm Flat Plate Intake Restrictor is required."

Honda Civic Si (99-00): "(Effective 3/1/2025) ~~55mm~~ 51mm Flat Plate Intake Restrictor is required."

In FP SPEC LINES, change as follows:

Honda Civic Del Sol VTEC (94-97): "

Weight: "(Effective 3/1/2025) ~~2265~~ *~~2322~~ **~~2378~~ 2290 *2347 **2405

Notes: "(Effective 3/1/2025) ~~55mm~~ 51mm Flat Plate Intake Restrictor is required."

3. #37485 (Club Racing Board) Create ruleset that allows GTL cars to run in FP

"(~~Effective January 1, 2026~~) (Effective January 1, 2025)." Any GT-Lite (GTL) car meeting all of the requirements of Appendix N GT-LITE CATEGORY SPECIFICATIONS for inclusion into F PRODUCTION" may compete in the F-Production class. For GTL cars competing in FP, the level of preparation and modifications will be determined by Appendix N and not by PCS 9.1.5."

HP

1. #37444 (ENRIK BENAZIC) Request to Update 1988-1991 Civic to Match 1988-1991 CRX

In HP SPEC LINES, Honda Civic 1.5 (88-91), change Weight as follows:

~~"2245~~2175

*~~2301~~2229

**~~2357~~2284"

2. #37459 (Production Committee) HP Class Adjustments

In HP SPEC LINES, change Weight as follows:

Mazda 2 (11-14)

"(Effective 3/1/2025) ~~1995~~2045

*~~2045~~2096

**~~2095~~2147"

Volkswagen Golf (GTI, GT, GL) (85-92)

"(Effective 3/1/2025) ~~2100~~2150

*~~2153~~2204

**~~2205~~2258"

Volkswagen Jetta (GLI, GL) (85-92)

"(Effective 3/1/2025) ~~2100~~2150

*~~2153~~2204

**~~2205~~2258"

Volkswagen Rabbit 1780

"(Effective 3/1/2025) ~~2100~~2150

*~~2153~~2204

**~~2205~~2258"

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Volkswagen Scirocco 1780 (8-valve) (83-88)

"(Effective 3/1/2025) ~~2100~~2150

*~~2153~~2204

**~~2205~~2258"

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #36685 (Mike McLaughlin) Audi 1.8t Wagon STU Table B

In STU Spec Lines, Table B: Alternate Vehicle and Engine Requirements, delete Audi/VW 1.8 Turbo in its entirety.

In STU Spec Lines, Table B: Alternate Vehicle and Engine Requirements, Porsche 944 w/Max Displacement 1800, change as follows:

Weight: "~~3050~~Chart"

Notes: "VW/Audi 1.8L 35mm turbo ~~engine permitted~~inlet restrictor required."

2. #37486 (Club Racing Board) Merger GT3 to STU

In STU, Table C, change STU-GT3 charge as follows:

"(Effective January 1, 2026) TABLE C: STU-GT3U"

3. #37494 (Club Racing Board) GT3 TCR Tire allowance

In STU, Table C, GT3 TCR, add to Notes the following:

"May run DOT approved tire with maximum section width of 275 with 100 pound weight adder. May not run A compound with 275."

Touring

T2

1. #37185 (Scotty B White) BoP for the Various Mustangs

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change as follows:

Weight: "~~3575~~3525"

2. #37312 (Touring Committee) T2 BOP

In T2 Spec Lines, BMW M2 CS Cup 2020-, change Notes as follows:

"Effective 3/1/2025 It is mandatory to run the ~~"Purple" power stick part #8324089~~"Red" power stick part #8324085."

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

"Effective 3/1/2025 ~~59mm~~58mm"

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3. #37441 (Joe Aquilante) Spec Corvette Line Clarification.

In T2 Spec Lines, Spec Corvette, change as follows:

Weight: "*SC-3200, SC+-3300* See Notes Section*"

Notes: "~~Cars must comply with all Spec Corvette rules dated 11-28-22 including fuel and tires. No tire treatment or rubber softeners are permitted. Limited to 380 HP. Nankang NS 2R Tires conforming to Spec Corvette rules or a 295 R compound DOT tire.~~
Cars must conform to Spec Corvette rules dated 11/2022. Master cylinder part number GM 19418187 and Booster part number 19418516 permitted. Limited to 380 HP. Any 200tw 315 tire permitted if used on all 4 corners or a 295 R compound DOT tire.

Modifications to Radiator Air Shroud to increase radiator cooling efficiency is allowed. Replacement of factory air shroud with other material is allowed. New air shroud cannot be wider than inside of frame rails. The front bumper must remain in factory shape – unmolested and air shroud must mount to it in factory location. Upper Radiator Support must retain factory location. Factory air dam must remain in its factory location.

All factory suspension pick up points must be maintained. Trackspec's rear upper coilover offset shock mount may be used, part number C56UPRMNT.

The following "Spec Corvette +" allowances are permitted with a base weight of 3300 lbs: 1) Penske double adjustable shocks, 2) dry sump, 3) battery relocation, 4) Quaife limited slip differential, 5) T2 4 piston 13" front brake system, 6) coil springs other than Eibach part number 0800.225.0550."

T3

1. #37080 (Roger Eagleton) Request to Move Spec Mustang to Touring 3 (from T2)

In T3 Spec Lines, classify Ford Spec Mustang as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Spec Mustang</i>		<i>Two 44mm holes</i>		<i>any 275 DOT approved</i>				<i>3450</i>	Must meet the restrictor, tire and weight requirements of this spec line and all other requirements of the Spec Mustang rules (located in Appendix M).

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2. #37186 (Scotty B White) 3.7 Mustangs BoP

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

"Cold air intake permitted."

In T3 Spec Lines, Ford Mustang V6 (15-17), add to Notes the following:

"Cold air intake permitted."

T4

1. #37085 (Nic Piekarski) 2016-2018 Mazda Miata MX5

In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), change Min Weight as follows:

~~"2650"~~*2575"*

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), add to Notes the following:

"Mazda header 0000-06-5410 allowed."

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CLUB RACING BOARD MINUTES | January 7, 2025

The Club Racing Board met by teleconference on January 7, 2025. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave, and Shelly Pritchett, Secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs, Dayle Frame and Mark Weber, BoD Liaisons; Eric Prill, Vice President, Road Racing, Jeff Barrow, Director of Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #37366 (Andy Doyle) Ford Fiesta Restrictor Increase From 39mm to 40mm Request

Thank you for your letter. Your request will be taken into consideration within the entirety of the BOP discussion.

FV

1. #37100 (Brian Farnham) Transmission Clarification

Thank you for your letter. Polishing that is not required to effectively clean a part and is not performed by the original manufacturer or called out in the service manual for a part constitutes a modification of the part, and the rules state that components of the powertrain (such as components within the transmission) may not be modified unless specifically authorized by the rules.

General

1. #37473 (Joshua Justice) On the Issues with Formula Car racing

Mr. Justice,

Thank you for your letter.

First and foremost there is not a dictator, one person did not make decisions concerning the Super Tour. Do not lay this at the feet of any one individual. The CRB, BOD, and Staff are all involved and as you might expect there was passionate debate and varied thoughts and opinions. In the end a decision was made which we all believe was the best for SCCA. If missteps were made it is our intention to correct them.

Indeed, the problem that we face in the current Road Racing Program is that of run groups. Allocating classes to those run groups and fitting those groups into an event schedule is no easy feat. As we continue to evaluate the program we will be paying particular attention to one of the most valuable commodities, "track time". Each year SCCA and its Regions purchase a finite number of track minutes. We will be evaluating how we can improve the allocation of cars, classes, and run groups across those track minutes to improve the on-track experience of all.

Last month the CRB approved a request which eliminates the requirement that an FF or FV driver finish in the top 50% of points from the Runoffs qualification criteria. This was done due to the inequity that was inadvertently placed on those classes when they were excluded from the Super Tour. We do not envision a participation issue with either FF or FV such that their Runoffs invitation will be in peril in the next few years; should that arise however their exclusion from the Super Tour will certainly be considered. Also, rest assured that there is no intent to eliminate formula or prototype classes from the SCCA. It is those classes

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which distinguish this organization from its competitors. What we need to get a better handle on is how to improve participation in those classes. With the various semi-pro series that also feature these cars the entries are spread thin. This is further exacerbated by the fact that the cost and time required to service these cars is in many instances far greater than for those in other classes. Competitors in FF and FC are working independently from SCCA to build participation; you are encouraged to join in their efforts.

As for the health of FA we will simply have to agree to disagree. FA has put some impressive stats on the board ranking #10 overall with 4.69 average entries for the 2024 Super Tour and Runoffs. FA had 25 entries at June Sprints and 13 entries at Runoffs.

Finally we will give consideration to your super-class concept. In essence you are suggesting that we not consider the health of any specific class, but lump all classes of similar ilk into the same run group and hand out awards for all. This promotes participation over the health of any specific class. Should this concept be applied to Majors, Super Tour, and Runoffs or just Majors? Should a Runoffs National Championship be awarded regardless of class participation? Does this water down or diminish the value of a championship?

Again, thank you for your letter.

2. #37492 (Joe Camilleri) Request to Bring Back Driver Meetings at Runoffs

Thank you for your suggestion and observations. The CRB and Executive Stewards will discuss your request as it pertains to Runoffs and other events as well.

3. #37498 (Anthony Stefanelli) Question About New 5.0 Automatic Class Runoffs Participation

Tony, Thank you for your letter. There will not be a phase-in of the new 5.0 average. That being said, keep in mind that the 5.0 average applies to automatic invitations just as the 4.0 average has applied in years past. Just because a class does not make the 5.0 average does not mean that it will not be invited, it only means that the invitation is not automatic.

4. #37500 (Anthony Stefanelli) Idea to Make More Track Time Available

Thank you for your suggestion and observations. We will discuss your request as it pertains to Runoffs and other events as well.

5. #37522 (AJ Snyder) P Runoffs Qualification

Thank you for your letter. GCR section 9.1.8.B.K states that "P2 cars may compete in either the Prototype class or the P2 class but must participate in the Prototype class to the extent necessary to qualify for an invitation to the Runoffs in Prototype."

T2-T4

1. #37551 (Ben Slechta) T3-4 Class Creep

Thank you for your letter. The committee agrees that we'd like to keep creep to a minimum. Recent changes have been made to the category rules that we hope will decrease operating costs or improve safety. Recent changes to improve cooling are intended to improve engine longevity. The caliper allowance was intended to target T2 and T3 cars that did not have a performance caliper allowance. Most contenders already had some variation of a race-quality caliper on their spec line. We felt it important to offer that safety and durability to the remaining spec lines. Over time, 4 piston options have decreased in lieu of 6-piston offerings. By making it a category rule, we won't be burdened by discontinued or unavailable parts moving forward. There are two topics that could be regarded as "creep" that we are currently working on. We have been asked to consider 1) removing the camber limit rule, and 2) allowing adjusters on shocks in T4. We requested surveys be sent to members to be sure that this is what we all want before we make a decision.

T4

1. #37095 (David Fallat) Request to add 2011 Jetta 2.5L

Emailed member in October and haven't had a response. Please resubmit if interested.

2. #37335 (Raymond Blethen) Proposal to Revise Spring Rule for Mazda RX-8

Thank you for your letter. A maximum spring rate has been the standard spring allowance method for the touring classes (as well as B-spec and C-spec) for years. The variability in the rule allows people to make adjustments to suit their needs, making cars more competitive, more consistent and appealing.

3. #37339 (Raymond Blethen) Opposition to Changes to the T4 Mazda RX-8 weight or restrictor

Thank you for your letter. The Rx8s with data boxes were all over the minimum weight at the finish of the championship race. One of the RX8s on the podium was over the new weight. The restrictor plate change is meant to be a small adjustment in performance as we want the Rx8 to do well but it was far enough outside of the performance envelope we could not leave the BOP as is in fairness to other competitors in the touring class. This is the first plate change in the spec line's history. Data reports supporting this adjustment were presented on the "SCCA Touring Racers" Facebook page. Also note, the 3 outlying RX8s are new to the class and are likely to be faster as they spend more time developing their cars.

4. #37377 (Oscar Jackson) 3.7 Liter Mustang

Thank you for your letter. Data presented publicly shows that the 4.0 liter Mustang is not capable of competitive trap speeds or acceleration rates. It is 3225lbs (still 25lbs heavier than the new RX8 weight), it has a straight axle and bad aero. So, the 4 liter doesn't handle as well, and it can't accelerate as well. Its not capable of being competitive in T4.

The 3.7 is the same chassis as the 4.0. It has a 50mm FPR (9mm smaller than the RX8) to reduce HP, and it weighs 3400 lbs. We are also requiring it to be represented at 3 HST events prior to the Runoffs. The TAC believes the change is both justifiable and done with caution.

5. #37428 (Alex Cumming) Mazda RX8 Airbox

Thank you for your letter. All eyes are on this spec line and nothing that can be perceived as a performance benefit will pass. The car isn't relatively hard to work on.

Not Recommended

ITS

1. #37477 (Fred Brett) Weight Reduction Request

Thank you for your letter. The Club Racing Board does not recommend a weight reduction.

SM

1. #37508 (Michael Fornetti) Cage and Foot Area Safety

Thank you for your letter. SMAC does not believe that this change is warranted at this time. Many on the SMAC are either shop owners/ fabricators or salvage yard operators. In the collective years we have in SM we have never seen an impact (including the most recent RA crash) that compromised the sill plate inside of the cage attachment points. If we understand your concern correctly, it is compressing the sill plate along its longitudinal (front to back) axis. If that is the concern there are current ways within the existing rule set to strengthen the car for that scenario. We would also point out that recent cage rule changes do allow a 9th and 10th attachment point would also help in the scenario you present.

2. 37509 (Michael Fornetti) Revision to Request #37508

Thank you for your letter. Please see response to letter # 37508 in current Fastrack.

3. #37543 (Jim Drago) Penske Shocks

Thank you for your letter. SMAC will request that Mazda take the recommendation to Penske to modify the shock shaft. The requested modification may come with a price increase so the request will need to be evaluated once/if any increase amount is established.

T2-T4

1. #37350 (Oscar Jackson) 200TW Tire Rule Consideration

Thank you for your letter. The touring committee does not wish to require Touring cars to use 200tw tires.

T3

1. #37410 (David Mead) Adjustment for 2005-2010 Mustang GT V8

Thank you for your letter. There are viable ways to adjust the BOP on this spec line without swapping any major parts.

T4

1. #37392 (Oscar Jackson) Request for Acura TSX FPR Adjustment

Thank you for your letter. Please bring it out and race it so we can see data.

2. #37395 (Oscar Jackson) Request to Move GR86/BRZ to T4

Thank you for your letter. This model just set the T3 record at Sebring in T3 at 2:25.3. It is a contender where it is.

3. #37472 (Tony Kiratsous) Manual Transmission Swap Allowance

Thank you for your letter. This model has been extensively raced in the class without issue. Used OEM replacement transmissions are affordable and available. Please consider how you are using it or how you are servicing or cooling it.

4. #37512 (Tom Bogar) Mazda MX5 ND1 2016-2018 Adjustment

Thank you for your letter. Recent changes were made to improve this car.

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.

SM

1. #37489 (Adam Smalley) Downpipe Rule Change Request

In GCR, Section 9.1.7.1.I., add the following:

"(Effective Date 3/1/25) 2.1.6.L (1990-1993): The exhaust downpipe internal factory welds may be ground from the interior of the OEM downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

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2. #37566 (Spec Mazda (SM/SMX) Committee) NA8 Downpipe

In GCR Section 9.1.7.1.I, change as follows:

"3. 1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

(Effective Date 3/1/25) 4. 1.8L (1994-1997): The exhaust downpipe internal factory welds may be ground from the interior of the OEM exhaust manifold downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

SMX5

1. #37567 (Spec Mazda (SM/SMX) Committee) Weight Change for SMX Standard Bore

In GCR, Section 9.1.7.1.D.1, change as follows:

"(Effective Date 3/1/25) The minimum vehicle weight with driver is 2,500lb for standard bore engines and 2,525.0 lb for allowed overbore engines."

Taken Care Of

General

1. #37483 (Jack Walbran) Proposed Rules for Bonus Majors

Thank you for your letter, the Staff is looking into your request and will respond asap.

GT3

1. #36703 (Taz Harvey) Rename it GTU

Thank you for your letter. The CRB has designated this class as GT3U Majors/Runoffs Class for 2025

T1

1. #37171 (Tony Ave) GT4 Parity to Corvette

Thank you for your letter. Please see letter # 37170 in current Fastrack.

T2

1. #37357 (Scotty B White) **NEW** 5% Brake Rotor Rule

Thank you for your letter. A correction was sent to revise the prelims. The wording is already in the Fastrack to protect T2 cars currently using the 5% diameter allowance.

2. #37432 (Kurt Rezzetano) BOP Adjustment for 5.0L Mustangs

Thank you for your letter. We took 50lbs off in letter 37185, which is in the January Fastrack.

3. #37433 (Kurt Rezzetano) BOP Adjustment for S550 mustangs

Thank you for your letter. Please see letter # 37275 in current Fastrack.

4. #37479 (joe Aquilante) 2018 to 2023 Mustang GT Restriction Request.

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Thank you for your letter. Please see letter # 37275 in current Fastrack.

T3

1. #37548 (David Mead) Allow T3 2005-2010 Mustang GT 4.6 V8 to use Coyote 6speed

Thank you for your letter. Please see letter # 37410 in current Fastrack.

T4

1. #37385 (Randy Schneiderheinze) Opposed to T4 RX8 59 mm Restrictor

Thank you for your letter. Please see letter # 37339 in current Fastrack.

2. #37390 (Chris Braunlich) RX8 BOP Adjustments

Thank you for your letter. Please see letter # 37339 in current Fastrack.

3. #37412 (David Mead) BOP Adjustment in T4

Thank you for your letter. Please see letter # 37339 in current Fastrack.

4. #37419 (Richard Dickey) T4 RX-8 Spec Line Change

Thank you for your letter. Please see letter # 37339 in current Fastrack.

5. #37450 (Jason Benagh) Request to Rescind Changes to the Mazda RX-8 in T4 BOP

Thank you for your letter. Please see letter # 37339 in current Fastrack.

6. #37541 (Chris Braunlich) Correct NC Miata wheel width

Thank you for your letter. This was already corrected by S2.

1. #37451 (Raymond Blethen) Alternate Option For Changes to Mazda RX8

Thank you for your letter. Please see letter # 37339 in current Fastrack.

What Do You Think

None.

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DATE: January 20, 2024

NUMBER: TB 25-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2025 unless otherwise noted. 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/C-Spec

1. #37337 (B-Spec/C-Spec Committee) Remove Redundant Language from Notes Sections

In B-Spec Spec Lines, Honda Fit AT (07-08), change Notes as follows:

~~"Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1060. Any Cold Air Intake Package allowed (any manufacturer). This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted. Any aftermarket header allowed. Allow rear sway bar Progress # 62.1060. Any Cold Air Intake Package allowed (any manufacturer). This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted."~~

In B-Spec Spec Lines, Honda Fit CVT (15-19), change Notes as follows:

~~"Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust asy RR 52691F23SA80, Camber Adjuster Comp, Damper 51920F23SA82. Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80. Allow rear sway bar Progress 62.1063. Allow Setrab 50- 119-7612 transmission cooler in addition to OEM."~~

In B-Spec Spec Lines, Mazda2 (10-14), change Notes as follows:

~~"Helper springs F&R 0000-04-9926, Spring spacer F&R 0000-04-9925, Rear sway bar 0000-04-2203-RR or 0000-04-2312, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Allow rear torque bar Corksport #Mz2-3-070. Cold air intake Corksport Mz2-6-117-31100 and air duct Mz2-6-120-10 are allowed. Exhaust Header (cat delete) HB.EM 60-404-S-SS, HP-MZD001, or Mazda Motorsports PN 0000- 06-2410 permitted. Powerflex PFR19-1511BX2 rear suspension bushings allowed. Allow Mazda part number 0000-01-2501-CR Radiator. Allow Mazda undertray part number DO8C-56-110A, DO8C-56-311, DO7A-56-321."~~

In B-Spec Spec Lines, Mini Cooper Hatchback (R50) MT (02-06), change Notes as follows:

~~"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. Allow rear sway bar Progress #62.0210."~~

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In B-Spec Spec Lines, Mini Cooper Hatchback (R50) CVT (02-06), change Notes as follows:

~~"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. Allow rear sway bar Progress #62.0210.CVT equipped cars allow Setrab 50-119-7612 transmission cooler in addition to OEM."~~

In B-Spec Spec Lines, Toyota Yaris Hatchback (07-11), change Notes as follows:

~~"PTR04-52061 TRD Sport shocks permitted. PTR11-52070 TRD spring kit permitted. Speed sensor may be disconnected. Cold air intake K&N 69-8612TFK is allowed. Rear Swaybar PTR11-52071 is allowed. Any Camber plate is permitted."~~

2. #37517 (B-Spec/C-Spec Committee) Expire designated spec lines

In B-Spec Spec Lines, delete the following spec lines effective 2/1/25 in their entirety:

"Mini Cooper Countryman (R60) (11-16)"

"Cooper Paceman (R61) (11-16)"

"Nissan Versa (07-11)"

"Nissan Versa (09-11)"

3. #37519 (B-Spec/C-Spec Committee) Set expiration date for Nissan Micra Cup Cars (Canadian)

In B-Spec Spec Lines, Nissan Micra Cup Car, add to Notes the following:

"This spec line will expire on 7/1/25 unless an appeal is submitted by 6/30/25."

Electric Vehicle

None.

Formula/Sports Racing

FA

1. #37658 (Club Racing Board) Classify FR European Championship car as spec line car in Table 2

In FA Table 2, add the following:

Table 2 (Spec Line Cars)						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula Regional European Tatuus F.3 T-318 or FR-19	Turbocharged 1.8 Liter Alfa Romeo ATM AR F3R or turbocharged 1.8 Liter Renault M5Mt	See notes	See notes	See notes	See notes	<i>Engine must be sealed in compliance with Formula Regional requirements. Car must comply with applicable Formula Regional rules. Competitors must have copies of applicable FIA regulations (2019 Appendix J – Article 275 Formula 3 Regional Technical Regulations, 2024 Appendix J – Article 275A Formula Regional 2nd Gen Technical Regulations), Formula Regional European Championship Sporting Regulations, and Tatuus T-318 or FR-19 Technical Manual in their possession and present them upon request.</i>

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P

1. #37606 (Club Racing Board) Correct text in engine table notes

In Prototype Engine Table, Spec Line B, change the notes as follows:

"Staudacher cars may run 950 lb ~~min. wt.~~ **minimum weight** with 38.5mm flat plate intake restrictor."

In Prototype Engine Table, Spec Line D, change the notes as follows:

"No restrictor required at 1150 lb ~~min. wt.~~ **minimum weight**."

2. #37653 (Club Racing Board) Update Prototype class designation

In Categories and Classes, GCR section 9.1, change as follows:

"9.1.8. SPORTS RACING CATEGORY CLASSES

A Sports Racing (ASR) Regional Class

Prototype~~1~~ (P~~1~~)"

In Homologation Requirements, GCR section 9.2.2, change as follows:

"All Formula, Sports Racing, ~~and P1~~, and P2 cars must be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted."

In Non-Metallic Wheel/Chassis Construction, GCR section 9.3.37, change as follows:

"Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, P~~1~~, FS and FA."

In Appendix B, GCR section 1.4.2.G, change as follows:

"It is preferable not to combine GT1, AS, T1, T2, T3, and STU with P~~1~~, P2, SRF, FP, HP, or GTL."

In Appendix C, GCR section 2.6.G, change as follows:

"A 14 or 15 year-old must complete his first SCCA driver school in a car not classed in GT1, GT2, FA, ~~FB~~, FS, ITR, ASR, P~~1~~, P2, or T1."

In Appendix E, section 1, change as follows:

"Depending on the length and banking of the oval course being used, it is recommended that Regions consider restricting the faster classes (GT1, FA, and P~~1~~) from competition at oval track events."

In Sports Racing Category, GCR section 9.1.8.1, change as follows:

"The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for a driver and passenger, or a driver alone (single-seater). They shall conform to the following requirements. Sports Racers Cars except SRF & SRF3 homologated prior to 1-1-2014 are eligible to compete as P~~1~~ or P2 as long as they meet applicable class rules; ~~no~~ re-homologation is required."

"Single seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in a Sports Racing/Prototype Class (ASR, P~~1~~, P2) provided they comply with the requirements of the Classification Specification and GCR Section 9."

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In Sports Racing Category, GCR section 9.1.8.2, change as follows:

"In an effort to control shock/damper technology and cost to a level reasonable for Road Racing, in ASR, P1, *and* P2, any fluid dampers are allowed with the following restrictions:"

GCR

None.

Grand Touring

GT2

1. #36538 (Jorge A Nazario) GT2/ST - Remove Aftermarket/Racing ABS penalty

In GCR, Appendix K. 2012 STO Rules, O.9., change as follows:

"May run OEM ABS or convert to an aftermarket ABS controller with ~~100~~50 lb. weight penalty."

Improved Touring

ITR

1. #37383 (Raymond Blethen) Combine RX8 Spec Lines in ITR

In ITS Spec Lines, combine Mazda RX-8 (04-08) and Mazda RX-8 (09-11) and adjust dates as follows:

"Mazda RX-8 (~~04-08~~04-12)"

ITS

1. #37382 (Raymond Blethen) Combine ITS RX8 Spec Lines

In ITS Spec Lines, combine Mazda RX-8 (04-08) and Mazda RX-8 (09-11) and adjust dates as follows:

"Mazda RX-8 (~~04-08~~04-12)"

Legends Car

None.

Production

1. #37654 (Doug Piner) Effective date for Jan 2025 GCR updates

In EP Spec Lines, add to Notes as follows:

BMW Z3 2.5LL "(Effective 2/21/2025) 52mm Flat Plate Intake Restrictor is required."

BMW Z3 2.8L (97-00): "(Effective 2/21/2025) 55mm Flat Plate Intake Restrictor is required."

BMW 328i/is E36 (96-99): "(Effective 2/21/2025) 58mm Flat Plate Intake Restrictor is required."

BMW 328i/ci E46 (01-06): "(Effective 2/21/2025) 58mm Flat Plate Intake Restrictor is required."

BMW 325i/is E46 (01-06): "(Effective 2/21/2025) 56mm Flat Plate Intake Restrictor is required."

BMW 325i/is E-36 (92-95): "(Effective 2/21/2025) 56mm Flat Plate Intake Restrictor is required."

BMW 325is M-Technic (1994): "(Effective 2/21/2025) 56mm Flat Plate Intake Restrictor is required."

Spec Mazda (SM/SMX)

None.

Super Production

None.

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Super Touring

None.

Touring

T1

1. #37170 (Tony Ave) T1 Parity Compared to GT4

In T1 Spec Lines, change Weight and Restrictor Required as follows:

Mustang - Spec Line 1430

Weight: "~~3475~~**3600**"

Restrictor Required: "~~65mm~~**60mm** - FPR"

Corvette Spec Line 1190

Weight: "~~3450~~**3500**"

Restrictor Required: "~~70mm~~**67mm** - Flat Plate"

In T1 Spec Lines, delete Spec Line BMW # 1190 in its entirety.

2. #37399 (Mark Pfeffer) Clarification of Request Approval #37273

In T1 Spec Lines, E46 M3 Spec Line # 1050, change Engine Notes as follows:

~~"Dinan Throttle Body #D760-3400~~**VAC Motorsports #VAC-TB-S54** allowed on the 3.250L."

3. #37400 (Garry Crook) C8 Corvette Facts

In T1 Spec Lines, Chevrolet Corvette C8 (20- 23) - Includes Z51, Spec Line # 1210, change Min. Weight as follows:

~~"3600~~**3500"**

4. #37440 (Clark Nunes) Camaro Gen 5 Competitive Disadvantage

In T1 Spec Lines, Chevrolet Camaro Gen 5 (10-15) Including SS, Z28 Spec Line 1135, change Required Restrictor as follows:

~~"75mm~~**80mm** - Flat Plate"

5. #37497 (Joe Rainey) Tire Changes in the Rules for GT4

In T1-GT4 Spec Lines, Audi R8 GT4 Spec Line #4020, change Max Tire Size as follows:

"315 DOT, 305/645, **or 30/65-18 (f), 33/68-18 (r)** Non-DOT"

T2

1. #37275 (Scotty B White) Mustang Update backdate

In T2 Spec Lines, combine Ford Mustang GT 5.0L (15-17) and Ford Mustang GT 5.0L (2018-) and change as follows:

Delete in its entirety: "~~Ford Mustang GT 5.0L (15-17)~~"

"Ford Mustang GT 5.0L (~~2018-~~)**(15-23)**"

Required Restrictor: ~~58mm flat plate restrictor~~**2015-17 5.0 Gen 2 63mm FPR, 2018-23 5.0. Gen 3 60mm FPR"**

Gear Ratios: "3.66, 2.43, 1.69, 1.32, 1.00, 0.65 or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63 **or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69"**

Notes: "Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E or M5490-G, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-

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M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. Alternate driveshaft is allowed. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. BMR rear upper control arm camber links part #UTCA064 permitted. Track/Performance Package parts permitted. ~~Mustang S550 2015-17 5.0 Gen2 and 2018-23 5.0 Gen3 reduce weight by 100lb when using 4 piston stock or Brembo brakes with 355mm rotors."~~

3. #37434 (Kurt Rezzetano) BOP Adjustment for 2016 - Camaro SS/1LE

In T2 Spec Lines, Chevrolet Camaro, 1LE (2016-), change as follows:

"Chevrolet Camaro, 1LE (2016-25)"

Required Restrictor: "~~58mm~~**62mm** FPR"

Min Weight: "~~3500~~**3600**"

4. #37470 (Werner Kordas) BMW M235iR TCS CHANGE REQUEST

In T2 Spec Lines, BMW M235iR (-2016), add to Notes the following:

"Oil cooler and radiator permitted according to touring rules. Silicone charge pipe permitted."

T2-T4

1. #37523 (Andrew Benagh) Request to Classify Club Spec in Appropriate Touring Classes

In T3 Spec Lines, classify Ford SCCA Club Spec Mustang (CSM) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford SCCA Club Spec Mustang (CSM)</i>				<i>275*</i>				<i>3350 With driver</i>	<i>*Must conform to CSM rules, including tires- https://www.scca.com/pages/club-spec-csm-rules</i> <i>Weight must conform to this spec line.</i>

In T4 Spec Lines, classify Mazda SCCA Club Spec MX-5 (CSX) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda SCCA Club Spec MX-5 (CSX)</i>				<i>225*</i>				<i>2500 with driver</i>	<i>*Must conform to CSX rules, including tires- https://www.scca.com/pages/club-spec-csx-rules</i> <i>Weight must conform to this spec line.</i>

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T3

1. #37427 (Touring Committee) 350z BOP

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

"HR Engine: (2) ~~47mm~~ **49mm** FPR"

T4

1. #37516 (Touring Committee) Ford Mustang V6 (05-14)

In T4 Spec Lines, Ford Mustang V6 (05-14), change as follows:

Final drive: "**3.45**"

Notes: "*GT/CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia.*"

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CLUB RACING BOARD MINUTES | February 4, 2025

The Club Racing Board met by teleconference on February 4, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Jeff Barrow, Director of Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager, Todd Heilicher, Guest. The following decisions were made:

Member Advisory

None.

No Action Required

FF

1. #37464 (Robert Wright) FF/FC Side Intrusion Protection

Thank you for your letter. Please bear in mind that the members of the Formula and Sports Racing Advisory Committee and the Club Racing Board are volunteers who spend countless personal hours reviewing letters, data, and requests from members and stewards, determining what if any changes should be made, and crafting language for the GCR when appropriate. Please see the response to letter #36738 in this Fastrack.

2. #37499 (Anthony Stefanelli) Can We Allow FF to Use the Hoosier Vintage Tire in Majors?

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

3. #37557 (Matt Boian) Allow Hoosier VFF Tire in FF

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

4. #37657 (Larry Hayashigawa) Bias Ply Slicks for FF

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

5. #37738 (Jay Messenger) Support for letter 37499

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

6. #37739 (R Mark Russell) Support for letter 37499

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

7. #37741 (Jeff Maddox) Support for letter 37499

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

8. #37742 (Gray Fowler) Support for letter 37499

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

9. #37804 (Demetrios Constantinidis) I Support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

10. #37805 (Larry Hayashigawa) Support of Letter #37802.

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

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11. #37806 (Hannu Nummenpaa) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

12. #37807 (Jay Messenger) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

13. #37808 (John Spinello) Support for Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

14. #37809 (Anna Spinello) Support for Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

15. #37810 (John Spinello) Support for Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

16. #37812 (Matt Boian) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

17. #37813 (Steve Gomas) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

18. #37815 (Cliff Johnson) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

19. #37817 (Gray Fowler) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

20. #37819 (Michael Sauce) Please Change the Tire Rule

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

21. #37820 (Scott Segers) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

22. #37822 (Tom Dalrymple) I Support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

23. #37823 (Tazio Stefanelli) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

24. #37827 (Brian Styczynski) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

25. #37828 (Ted Smith) I Support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

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26. #37829 (Ethan Mackey) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

27. #37830 (Mike Swensen) I Support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

28. #37831 (Kevin Brumbaugh) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

29. #37832 (James Dietz) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

30. #37833 (Jonathan Lee) I support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

31. #37836 (Joe Fisher) Support for letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

32. #37838 (Garey Guzman) FF/CF Tire Rule

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

33. #37839 (Jim Roberts) Tire Rule Change

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

34. #37841 (Christopher Robson) RE: Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

35. #37843 (John Conder) I Support Letter#37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

36. #37849 (Anthony Stefanelli) Revision to my letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

37. #37852 (Jeremy Grenier) Letters 37849 or 37802.

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

38. #37855 (David Woodmancy) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

39. #37860 (Meg Sauce) Spec Tire Thoughts

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

40. #37861 (R Mark Russell) Support for letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

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41. #37864 (Robert Gross) Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

42. #37870 (Sally Messenger) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

43. #37871 (Chris Smith) Improve FF Car Counts at our Tracks

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

44. #37872 (Andrew MacDougall) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

45. #37873 (Mike Messenger) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

46. #37874 (Hayden Eade) I support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

47. #37875 (Martin Handberg) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

48. #37876 (Charles Swayne) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

49. #37878 (Ed Shuler) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

50. #37883 (DANIEL WISE) Support for Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

51. #37885 (Billy Martin) Support for Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

52. #37886 (Raymond Boyer) Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

53. #37888 (Ted Burns) I support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

54. #37890 (EDWARD Erlandson) support for letter 37499

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

55. #37892 (Mark Davison) Support Letter #37802 Regarding Formula F Tires

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

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56. #37895 (Rod Lopez) I support Letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

57. #37898 (Theodore Winning) Support of letter 37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

58. #37917 (Robert Dietz) I support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in this Fastrack.

General

1. #37556 (Stephen Blethen) Podium Celebrations inclusive of All Participants

Thank you for your letter. The Club Racing Board appreciates your comments. The locations of impound and the podium are specific to the layout of each facility and are determined by the officials who organize individual events. It would not be feasible for SCCA to require impound and the podium to be placed in close proximity to each other at every event.

2. #37625 (Thomas Shira) Pit Road Closure

Thank you for your letter. Pit lane does not close during official sessions in SCCA Road Racing events unless conditions in the pit lane require closure.

3. #37877 (Scott Thorp) Input & Feedback on recent proposal

Thank you for your detailed letter. The Club Racing Board appreciates your comments and insight on these issues.

FP

1. #37552 (Les Chaney) Acura Integra Restrictor

Thank you for your letter. Analysis of collected on-vehicle data and on-track results is a continuous activity, and the main factor used to support decisions to alter spec lines.

Not Recommended

AS

1. #37546 (David Mead) Allow 4.6 RP Mustang Alternative Camshaft

Thank you for your letter. Engine is sufficiently classed.

2. #37547 (David Mead) Allow Ford Mustang RP 4.6 the Ford Motorsports Intake Manifold

Thank you for your letter. Engine is sufficiently classed.

3. #37558 (Michael Kamalian) Mustang ECU Allowance Request

Thank you for your letter. We are current reevaluating the ECU/ECM aftermarket allowance.

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FA

1. #37507 (Augie Pabst) Consider USF Pro 2000 car for Formula Atlantic Class

Thank you for your letter. The Club Racing Board does not recommend this change. Although the information submitted indicates relative parity in performance between the 2024 Tatuus IP-22 USF Pro 2000 cars and SCCA Formula Atlantic cars in 2024 at Road America, the letter requests that the car be classified in FA to run exactly as permitted by the current USF Pro 2000 spec – 2025 USF Pro 2000 rulebook specifications, which differ from the specifications of the 2024 cars that were used for comparison. A review of the available information indicates that the 2025 specifications provide for a rev limiter RPM increase that results in higher peak horsepower as well as a substantial gain in bottom end horsepower compared to the 2024 version of the USF Pro 2000 car.

FE2

1. #37774 (Gabe Fehribach) Request to Re-introduce Tire Marking

Thank you for your letter. The Club Racing Board does not recommend this change. FE/FE2 cars have used these tires for six seasons and to the overall satisfaction of the participants. Enterprises and Hoosier developed the tires to provide 8-12 heat cycles with little or no drop off in lap times, and the tires have generally performed on that level. In addition, marking the tires would be a staffing and timing problem for our volunteers with little if any benefit to the competitors.

FF

1. #36738 (Robert Wright) FF/FC side intrusion protection

Thank you for your letter. The Club Racing Board does not recommend this change. Without data, the CRB is unable to determine whether the requested change would provide a meaningful addition (or perhaps even a detraction) to side protection or maintain performance equivalent to that of cars with the current bodywork parameters. If data exists that supports the request for this bodywork, please feel free to submit it to the CRB via the letter log system.

GCR

1. #37431 (Peter Olivola) Modify Black Flag Rule

Thank you for your letter. The Executive Stewards have reviewed the request and have recommended that the Black Flag rule is adequate as written.

GT1

1. #37549 (Michael E McAleenan) Request to classify SLC in GT1-ST

Thank you for your letter. Not in keeping with class philosophy. Already classified in GTX.

EP

1. #37487 (Joe Carr) TR8 Axle Housing and Differential Gears, Injection Request.

Thank you for your letter, but this allowance is not recommended. The alternate axle housing and diff that's being requested are outside of class philosophy, and although stock/legal rear housings and applicable diff options might not be cheap and plentiful, they do still readily exist. Additionally, if Fuel Injection is desired, the TR8 spec line is already allowed to run its stock fuel injection system and modify it within the permitted rules.

2. #37635 (Greg Mercier) Request for Engine Rules Change for Porsche 914-4

Thank you for your letter, but this allowance is not recommended. The boring of stock cylinders to a Prod permitted overbore appears to be doable with these engines, and having custom pistons made to fit the new overbore is a reasonable and typical component for building a Prod engine to the existing rules.

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3. #37708 (Nick Leverone) Request to Classify SMX car in EP

Thank you for your letter. By permitting SMX cars to double-dip into EP, it would place a potentially large number of cars directly into the middle of the Production race group that are not prepped as or intended to run as Production cars, especially within the FP and HP fields, and potentially impact race finishes, points, and contingencies for cars that were actually prepped for and intended to race in Production.

Additionally, there are modifications allowed in SMX that are not allowed in Limited-Prep Production (which all new classifications are to be classed as), meaning an allowance would need to be made that's against Production philosophy in order to allow SMX to run in a Prod class.

The duty of the PAC is to grow and support Production classes for Production racers, and for these reasons, this request is not recommended.

FP

1. #37243 (Jason Stine) Spridget Weight in FP-GTL

Thank you for your consideration of these items, as we continue our efforts to balance the GTL classifications into FP. After reviewing these classifications, the belief as this time is that the current weight differences between the Mini and Spridgets in the GTL classifications is appropriate, given the differences in these two chassis. It's also believed that the current weight differences between the specific FP and GTL Spridget classifications is appropriate as well. Due to this, there is not desire to change any of these classifications at this time. The competition balance within FP as the GTL cars are brought in will be closely monitored for any need for future adjustments.

HP

1. #37465 (John Gaydos) 1988-1991 Honda CRX 1.5 Alternate Intake Manifold

The differences in the intake manifold, throttle body, and injectors (both placement and quantity) between the '88-91 CRX DX and Si model's are significant, and a majority of the reasoning for why one is in HP and the other is in FP. Allowing the HP '88-91 CRX DX to run the FP '88-91 CRX Si's IM, TB, & injectors would not only be outside of class philosophy, but it would also result in a significant performance gain for a spec line that is proven to be competitive in HP. This allowance is not recommended.

2. #37559 (Robert Bax) MINI Cooper Compression Ratio Increase

Thank you for your letter, but this requested allowance is not recommended at this time. Several other changes were recently made within HP in an effort to improve the competitive balance, and the results of those changes would like to be monitored. Please continue your efforts to develop and campaign this spec line, so it's performance can also continue to be reviewed against the other vehicles in the class.

STL

1. #37501 (Bryan Heitman) GCR STL Model Year Question

Thank you for your letter. The car's Motorsport ABS and sequential transmission are outside of the STL class philosophy. The car is eligible in EP, STU or T3.

STU

1. #37445 (Raymond Philibert) Mazda Miata 13 B Turbo

Thank you for your letter. Turbo sizes are adequate as written.

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2. #37449 (Alex Krugman) Request for Lotus Exige

Thank you for your letter. Car is adequate as classified. We will continue to monitor.

3. #37461 (Anthony Piselli) Standalone ABS in STU

Thank you for your letter. With the changes being made, we will monitor and make changes as needed.

4. #37553 (Ben Slechta) 2025/2026 BoP Consideration

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

5. #37710 (Jose Osiris Pena) Weight Reduction

Thank you for your letter. The GT3-U and STU merge is currently a work in progress. We are working to balance BoP.

6. #37798 (Macey Urso) Request for Weight Adjustment for BMW S54 Engine in STU Class

Thank you for your letter. The engine is competitive as classed.

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. #37409 (David Mead) Restricted prep 5.0 Coyote CAI request

In GCR, Section 9.1.6.D.2.b., change as follows:

*"(Effective 4/1/2025) b. Non OEM Cold air induction systems are **allowed** ~~prohibited unless indicated on specification line.~~"*

STL

1. #37562 (Caleb Patrie) Hood Louvers in STL

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

"(Effective 4/1/2025) 15. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance."

In GCR, Section 9.1.4.1.A.2. delete in its entirety and renumber.

"(Effective 4/1/2025) 2. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance."

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2. #37581 (Adam Sargis) Super Touring Throttle Body Clarification

In GCR, Section 9.1.4.G.8, change as follows:

"(Effective 4/1/2025) 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. Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body. **An 1" thick adapter plate may be used to facilitate mounting.**"

T2-T4

1. #37528 (Touring Committee) Remove upper limits to roll cage attachment points?

In GCR, Section 9.4.D.1., change as follows:

"(Effective 4/1/25) 1. Improved Touring, Spec Miata, B-Spec, and C-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, **T3 and T4**, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. **Seam welding is not permitted in T2, T3 and T4.**"

Taken Care Of

AS

1. #37453 (Thomas West) Cadillac CTS-V Half Shafts Request

Thank you for your request. Please see letter #37693

2. #37544 (David Mead) Allow 4.6 RP Mustang to Run Same 6 speed as 5.0 Coyote RP

Thank you for your letter. Please see letter #37693 in current Fastrack.

3. #37545 (Greg Amy) E&O, Jan 25 Prelims

Thank you for your letter. Verbiage has been removed from the GCR in its entirety.

4. #37599 (Ted Warning) 82-92 Camaro Iron Head Spec Line

Thank you for your letter.

5. #37613 (Gregory Eaton) Coyote 5.0L Driver Side Secondary Timing Chain Tensioner Bracket

Thank you for your request. Please see letter #37693 in current Fastrack.

General

1. #37681 (Cory McLeod) Support for Letter 37483

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

2. #37682 (Sven de Vries) Support for letter 37483

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

3. #37683 (Keith Joslyn) Championship Race for F6

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

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4. #37684 (George Bugg) Support for Letter 37483

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

5. #37685 (James Weida) Support for Letter 37483

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

6. #37688 (Aaron Ellis) Support of Bonus Majors Points Series and Championship

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

7. #37690 (Larry Ellis) Support of Bonus Majors Points Series and Championship

Thank you for your letter. Please see the response to letter #37483 in the February 2025 Fastrack.

EP

1. #37651 (Joe Carr) Mazda 1999 Miata 1.8L

Thank you for your letter. Please see response to Letter #37651, where the requested weight change was made to this classification. The additional request for "unlimited" cam lift is outside of Prep Level 2 philosophy.

STU

1. #37456 (Martin Sarukhanyan) BMW N54 Engine Allowance Follow Up

Thank you for your letter. Please see letter #37447 in the current Fastrack.

2. #37641 (Martin Sarukhanyan) BMW N54/N55 Engine Allowance follow up

Thank you for your letter. Please see letter #37447 in the current Fastrack.

What Do You Think

None.

Resumes

None.

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DATE: February 20, 2024

NUMBER: TB 25-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2025 unless otherwise noted. 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

1. #37902 (American Sedan Committee) Race memo

In AS Spec Lines, change Notes as follows:

Cadillac CTS-V (04-07) Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder:

~~"Any ECM may be used."~~

Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder:

~~"Any ECM may be used."~~

Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder:

~~"Any ECM may be used."~~

Chevrolet/Pontiac Camaro & Firebird (93-02):

~~"Any ECM may be used."~~

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

~~"Any ECM may be used."~~

B-Spec/C-Spec

1. #37530 (B-Spec/C-Spec Committee) Toyota Yaris Hatchback (12-18) rear disc brakes

In B-Spec Spec Lines, Toyota Yaris Hatchback (12-18), please add to Brakes (inches) as follows:

"(F) 10.0 (R) 7.9 drum *or 10.2 disc*"

2. #37536 (B-Spec/C-Spec Committee) Yaris Speed Sensor

In B-Spec Spec Lines, Toyota Yaris Hatchback (12-18) AND Toyota Yaris Sedan (07-12), add to Notes the following:

"Speed sensor may be disconnected."

3. #37689 (B-Spec/C-Spec Committee) Set Expiration Date For Fiat 500

In B-Spec Spec Lines, Fiat 500 (12-17), please add to Notes the following language:

"This spec line will expire on 1/1/26 unless an appeal is filed."

Electric Vehicle

None.

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Formula/Sports Racing

FA

1. #37853 (Club Racing Board) Update Formula Renault 2.0 spec line notes

In FA Table 2, Formula Renault 2.0 (10-17) spec line, change the notes as follows:

"Engine must remain sealed. Car must comply with year-specific Formula Renault 2.0 manual, technical regulations, and all applicable bulletins found here: *Competitors must have copies of these materials in their possession and present them upon request.*

~~<https://sites.google.com/a/renault-sport.com/formule-renault-2-0-en/bulletins-techniques/2017>,~~

~~<https://sites.google.com/a/renault-sport.com/formule-renault-2-0-en/manuel-d-utilisateur/2017>.~~

The following exceptions apply: Tire choice is unrestricted. No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance."

FF

1. #37802 (Anthony Stefanelli) Formula F Proposal to Invite Older Cars Via a Tire Rule Change

In FF, GCR section 9.1.1.B.10.e, change as follows:

"Formula F shall be limited to the following tires (front tires may not be used as rears):

Dries:

Front - Hoosier R60A Radial 43322 or F1600 Radial 43321 185/60R13

Rear - Hoosier R60A Radial 43327 or F1600 Radial 43326 205/60R13

Wets:

Front - Hoosier Wet or W3 Radial 44421 185/60R13

Rear - Hoosier Wet or W3 Radial 44426 205/60R13

Alternatively, Formula F cars with rocker arm suspension (e.g., Swift DB1, 1987-90 Reynard) and/or outboard suspension on at least one chassis end may use the following tires:

Dries:

Front - Hoosier H43130 R60A 20.0 x 6.0-13 or H43164 R60A 20.5 x 7.0-13 bias ply slick

Rear - Hoosier H43307 R60A 22.5 x 7.2-13 bias ply slick

Wets:

Radial wets listed above

or

Front - Hoosier 44165 135/545-13 VFF

Rear - Hoosier 44170 165/580-13 VFF

Front tires may not be used as rears, and tires may not be mixed, i.e., radial tires may not be mixed with bias ply slick tires, bias ply slick tires may not be mixed with VFF tires, and radial tires may not be mixed with VFF tires."

GCR

None.

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General

1. #37901 (SCCA Staff) RM 25-03 GCR Section 3 Administrative Clean Up

Per RM 25-03 In GCR, Section 3.1.1.F.2., change as follows:

“(Effective 3/1/2025) For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits 45 preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission.”

In GCR, Section 3.7.1., change as follows:

“(Effective 3/1/2025) Each Division will conduct an SCCA-approved championship program **for members of its included Regions** for Runoffs invitations. The program must be submitted for approval to the Head of Road Racing or his designate by December 1st each year. Division Championship rules will be posted on the SCCA **Division** website **or other publicly-available online location**.”

In GCR, Section 3.7.2., change as follows:

“(Effective 3/1/2025) Each Conference will award Championships for each Runoffs **Majors**-eligible class based on points earned in U.S. Majors Tour Conference and Super Tour races. A competitor **driver** may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. If a single event is designated for multiple Conferences, points are scored in each Conference. The minimum number of U.S. Majors Tour races per Conference is 10 and the total may vary; a driver shall count the best 8 finishes in a conference for the class championship. Point standings are maintained by the SCCA National Office and posted at www.scca.com.”

In GCR, Section 3.7.4., change as follows:

“(Effective 3/1/2025) SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. A competitor **driver** must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).”

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

1. Invitations to the SCCA Runoffs

~~Three~~**Two** distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible classes ~~es~~ based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events

A competitor **driver** must meet participation **and performance** requirements.

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1. Participation Requirements

Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race finishes, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

This replaces Majors event participation but not the Majors finish or points requirements.

Endurance races are not eligible.

1. Performance Requirements

A ~~competitor~~ **driver** must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/ Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

1. FV and FF are exempted from the performance requirement for the 2025 season.
2. Defending Runoffs Race Winner

In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1 ~~or 2~~, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.4.A.1 ~~or 2~~.

1. The entry will not be included in the total count of Runoffs invitations.
 1. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).
 2. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1 ~~or 2~~.
 3. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a Runoffs race winner.
 4. Additional Requirements

The driver must hold a current SCCA Full Competition License."

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2. #37910 (SCCA Staff) GCR Section 3.1.1.D U.S. Majors Tour Event Format Change

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

“D. *(Effective 3/1/2025)* Event Format/Schedule

The National Office has developed standard formats for each type of U.S. Majors Tour event. Standard formats may be altered on a limited, case-by-case basis by the Head of Road Racing in coordination with the Chairman of the Club Racing Board.

1. Conference Events

~~a. The National Office has developed standard formats for each type of U.S. Majors Tour event.~~

~~b.~~ *a.* There shall be a maximum of two (2) races per race weekend. At least one race for each race group will be a minimum of 45 miles. The other race of the weekend shall be a minimum of 20 minutes in length.

~~c.~~ *b.* Minimum track time

1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. Two qualifying sessions are recommended.
2. Three-day events shall have a minimum of 50 minutes of non-racing track time available per Majors class entry. *Two qualifying sessions* are recommended. End-of-session hardship policy is recommended.

2. Super Tour Events

~~a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of Road Racing, who has final authority.~~

~~b.~~ *a.* There shall be a maximum of two (2) races per race weekend. At least one race for each race group will be 35 minutes in length with a maximum of 50 miles (variations may be approved by the head of Road Racing and published in the supplemental regulations). The other race of the weekend shall be a minimum of 25 minutes in length.

~~c.~~ *b.* Minimum track time

1. Two-day events shall have a minimum of two (2) qualifying sessions totaling at least 35 minutes of non-racing track time available per Majors class entry.

Three-day events shall have a minimum of one practice session and one qualifying sessions totaling at least 50 minutes of non-racing track time available per Majors class entry. *Two qualifying sessions* are recommended. End-of-session hardship policy is recommended.” 3. #37935 (Club Racing Board) Staff proposes edits to current GCR section 3.1.1.A

In GCR, Section 3.1.1.A., change as follows:

"(Effective 3/1/2025) A. Types of U.S. Majors Tour Event

1. Conference Events

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

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Bonus Majors *Classes: Bonus Majors are intended to offer a replacement Conference Majors event opportunity for specific classes that are Majors-eligible, but not Super Tour-eligible. At designated Regional events, the Head of Road Racing may designate select classes as "Bonus Majors" eligible. Bonus Majors events and races will count toward Conference Championships and Runoffs eligibility the same as a Conference Majors event.* 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 1st as Super Tour-classes for the following season. Points earned in Super Tour Events will count toward the Conference Majors Championships (see 3.7.2), and the Super Tour Championship (see 3.7.3) *for Super Tour-eligible classes (see 3.1.1.E). Drivers in* Super Tour classes that are also invited to *included in* the Runoffs will earn participation credit for the *toward* National Championships *Runoffs eligibility* (see 3.7.4).

3. Festival Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations. Points earned in Festival events do not count toward Conference Championships."

Grand Touring GT1

1. #37367 (Taz Harvey) Request to Classify Acura NSX GT3 Evo 22

In GT1 Spec Lines, GT 1 Cars - ACURA, classify Acura NSX GT3 EVO 22 as follows:

GT 1 Cars - ACURA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Acura NSX GT3 EVO 22</i>	<i>N/A</i>	<i>2dr</i>	<i>RWD</i>	<i>103.5</i>	<i>Ground Clearance 50mm</i>

In GT1 Spec Lines, GT 1 Engines - ACURA, classify Crossflow V-6 as follows:

GT 1 Engines - ACURA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>NA</i>	<i>Crossflow V-6</i>	<i>91x90</i>	<i>3500</i>	<i>DOHC</i>	<i>4</i>	<i>Twin Turbo EFI</i>	<i>3100</i>	<i>Max RPM 7500; Max Boost 2.1bar</i>

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GT2

1. #37000 (Gordon Leslie) Hood Bulge allowed

In GT2 Spec Lines, GT2 Cars - PONTIAC, Fiero, change as follows:

Drive-line: "~~FWD~~**RWD**"

Add to Notes: "**Hood bulge permitted as requested for front engine relocation only.**"

2. #37590 (Christopher Childs) OEM Wing Adjustment

In GCR, Section APPENDIX L. 2013 TA2 TECHNICAL REGULATIONS, B.2.c., change as follows:

"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. ~~OEM aerodynamic devices do not need to adhere to the height rule.~~"

In GCR, Section APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS, D.4.b., add the following:

"Factory wings, and spoilers, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed. **OEM aerodynamic devices do not need to adhere to the height rule.**"

Improved Touring

None.

Legends Car

None.

Production

1. #37466 (Michael Unger) Weight Reduction for Honda S2000

In EP, Spec Lines make the following weight changes:

Honda S2000:

"1997cc:

~~2450~~**2375**

*~~2511~~**2434**

~~2573~~2494**"

"2157cc:

~~2510~~**2450**

*~~2573~~**2511**

~~2636~~2573**"

2. #37488 (Joe Carr) Mazda 1999 Miata 1.8L

In EP Spec Lines, make the following weight change:

Mazda MX-5 /Miata (99-05):

"~~2150~~**2100**

*~~2204~~**2153**

~~2258~~2205**"

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FP

1. #37648 (Bryan Floyd) Errors & Omissions

In FP Spec Lines, Appendix N, GTL-FP Cars - Volkswagen, classify *Jetta Mark - IV* as follows:

GTL-FP Cars - VOLKSWAGEN					
Model	Years	Body Style	Drive-line	Wheelbase (in)	Notes
<i>Jetta Mark - IV</i>		<i>4dr</i>	<i>FWD</i>	<i>98.2</i>	

2. #37659 (James Gregorius) GTL/FP consolidation 2025 Rules

In FP Spec Lines, Appendix N: L.9, Fuel Injection System, add the following:

"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."

HP

1. #37560 (Robert Bax) MINI Cooper (07-13) Spec Line Correction: Errors and Omissions

In HP Spec Lines, Mini Cooper (07-13) (includes 09-15 convertible and 12-15 Coupe), change as follows:

Engine Type:

"4 Cyl

~~SOHC~~*DOHC*"

Notes:

"Compression ratio limited to 11.0:1, Valve lift limited to ~~.450"~~*.390"*."

Prod General

1. #37235 (Lawrence Slivinski) Interpretation of Production Rules on Mirrors

In GCR, add new rule as Section 9.1.5.E.10.f:

"Any interior or exterior mirror(s) that meets rule 9.3.36 may be used."

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

GT3U

1. #37919 (Club Racing Board) Increase Minimum Weight

In STU Spec Lines, Table C: STU-GT3U, change Minimum Weight as follows:

~~150~~*250* pounds"

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STU

- #37447 (Martin Sarukhanyan) BMW N54/N55 Engine Allowance Follow Up
In STU Spec Lines, Table A, classify BMW N54/N55 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW N54/N55</i>	<i>3.0</i>	<i>Chart +3% (DI)</i>	<i>Short blocks, heads, and intakes may be freely swapped within these engine designations. N54 twin turbo not allowed</i>

- #37717 (Aaron Fitzsimmons) STU Mini Cooper pulley size clarification re: letter #36980
In STU Spec Lines, Mini Cooper S SC, add to notes:
2100: "May run a ~~2.285~~ *2.185* diameter pulley."

- #37782 (Peter St Pierre) Question About a Weight Modifier
In STU Spec Lines, Table A, Honda K20C1 Turbo I4, add to Notes the following:
"The 3% DI weight adder does not need to be applied."

Touring

T1

- #37737 (Touring Committee) Correct and make new T1 BOP adjustments.
In T1 Spec Lines, change Weight, Restrictor Required and/or Notes as follows:
Mustang - Spec Line 1430:
Restrictor Required: "~~60mm~~ *65mm* - FPR"

Mustang - Spec Line 1460:
Weight: "~~3425~~ *3500*"
Restrictor Required: "*70mm* - FPR"

Corvette Spec Line 1190:
Restrictor Required: "~~67mm~~ *70mm* - Flat Plate"

BMW - Spec Line 1090:
Required Restrictor: "(2) X ~~40mm~~ *35mm* diameter hole inlet restrictor plate required"
Chassis Notes: "*This spec line is set to expire 12/31/25.*"

BMW - Spec Line 1100:
Minimum Weight: "~~3150~~ *3350*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Oscar Hernandez vs. SOM COA Ref. No. 25-01-SE February 9, 2025

FACTS IN BRIEF

On Sunday, January 5, 2025, following Race 2 for Group 4 at the Palm Trees Majors held at Homestead-Miami Speedway, Race Director Leland Miller filed a Request for Action (RFA) seeking investigation of contact between Touring 2 (T2) #03, driven by Oscar Hernandez, and T2 #125, driven by Bruce Griffin, at Turn 8 on lap 11 of the race.

The Stewards of the Meeting (SOM) Pedro Prado, Joe Stadelmann, and Russ Gardner (Chairman) met, heard witnesses, reviewed video, and concluded Mr. Hernandez violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact) by contacting Car #125 in Turn 8. The SOM penalized Mr. Hernandez with a three race weekend probation and assessed three penalty points on his competition license.

Mr. Hernandez appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Bev Heilicher (Chairman) met on January 29, 2025, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to appeal from Mr. Hernandez, submitted on January 14, 2025.
2. Notification of Appeal, received January 21, 2025.
3. Official Observer's Report, in-car videos, and related documents, received January 21, 2025.
4. E-mail comments from Russ Gardner, received January 30, 2025.

FINDINGS

In his Appeal, Mr. Hernandez asserted he should not have been assessed a penalty for violation of GCR 6.11.1.A. for causing "avoidable contact". He asserted several elements occurred which warranted a determination that the contact was the result of a racing incident. He alleged Grand Touring X (GTX) #5, driven by Jacek Mucha, had two wheels over the curbing when exiting Turn 8 causing him to slow unexpectedly. Mr. Hernandez was trailing Car #5 at the corner entry but was alongside at the corner exit due to the slowing of Car #5. Mr. Hernandez stated he moved left in response to Car #5 coming back onto the normal racing surface, in order to provide ample racing room as required by GCR 6.11.1.B. and Appendix P.

The SOM based their decision on the in-car videos and the live stream video. Mr. Gardner explained the SOM determined Mr. Hernandez, while attempting to provide racing room for Car #5 on his right, failed to control his car and contacted Car #125 which was approaching on his left.

The videos provided to the COA show Car #5 was lapping Cars #03 and #125 coming into Turn 8. Car #03 was following Car #125 closely when Car #5 passed both in the braking zone for Turn 8, a left-hand hairpin leading onto the oval's back straight. Mr. Hernandez moved around Car #125 and followed Car #5 into the corner but turned inside the GTX when it overshot the corner. Car #125 followed the pair into the corner, taking a later apex and staying to the left, attempting to repass Car #03. Approaching the exit of the turn, Car #5 was on the outer curbing with Car #03 to the inside. As Car #5 returned to the racing surface, Mr. Hernandez reacted by moving to the left. Car #125 was fully alongside and was moving ahead when Car #03 made left front to right rear contact with it. Car #03 rebounded into Car #5, and both left the racing surface. Cars #125 and #5 were able to continue while Car #03 retired from the race on the following lap.

The COA finds the drivers of Cars #03 and #125 both had a responsibility per GCR 6.11.1.A. to adjust to the racing conditions. Car #5 slightly overshot the corner and ended up on the curbing at the exit. Car #03 turned inside of Car #5 and stayed on the normal racing line but had to pinch the corner to allow room for Car #5 to return to the track. Car #125 attempted to repass Car #03 by taking a very late apex allowing him to be on throttle much sooner. As a result, Car #125 was alongside Car #03 as Car #5 returned to the normal racing surface. When Car #03 moved left to make room for Car #5, he contacted Car #125 who was moving significantly faster and still tracking out.

The COA notes that Car #125 was the overtaking car in this situation as well as being the only driver who could clearly see that the cars were in a three-wide situation. While Car #125 left room on the racing surface for one car, he did not leave room for two. As such, he bears some of the responsibility for the contact.

The COA finds the SOM properly heard the RFA given the available evidence and witness testimony. The COA finds insufficient new evidence to overturn the decision. However, the COA modifies Mr. Hernandez's penalty to a reprimand and one penalty point on his competition license due to the element of shared responsibility.

DECISION

The COA upholds the SOM decision with modification to the penalty assessed. Mr. Hernandez's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be refunded.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Steve Leidholdt vs. SOM COA Ref. No. 25-02-SE February 16, 2025

FACTS IN BRIEF

On January 11, 2025, following Race 1 for Group 4 at the Hoosier Racing Tire SCCA Super Tour – The 45th Annual Winter Vacation at Sebring International Raceway, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of contact between Grand Touring 2 (GT2) #167, driven by Steve Leidholdt, and Grand Touring 1 (GT1) #199, driven by Gregory Schermer. The incident occurred between Turn 5 and Turn 7.

The Stewards of the Meeting (SOM), Bob Gardner, Herbert Gomez, and Chris Current (Chairman) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Leidholdt violated General Competition Rules (GCR) 6.11.1.A., B., and D. (Rules of the Road) by failing to avoid physical contact, impeding, and depriving Mr. Schermer of racing room. The SOM penalized Mr. Leidholdt with a three race weekend probation and assessed three penalty points on his competition license. Mr. Leidholdt appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Laurie Sheppard, and Costa Dunias, (Chairman) met on February 6, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Steve Leidholdt, submitted on January 18, 2025.
2. Single-frame images from Mr. Leidholdt's in-car video, received January 29, 2025.
3. Official Observers Report and related documents and videos, received January 29, 2025.

FINDINGS

In his appeal letter, Mr. Leidholdt affirms he knew he was being overtaken and lapped by three cars as his spotter alerted him. He asserted the first two cars were closely grouped together while the third, Car #199, was 4-5 car lengths behind. He let the first two cars pass and was moving to the left to set up for Turn 7 when contact occurred between his car and Car #199. He referenced GCR Appendix P. Racing Room &

Passing Guidelines, section 8 (The Outside Pass) maintaining GT1 #199 should not have attempted the pass. He disagreed with the penalty he was assessed contending he was clearly on the racing line.

The SOM interviewed both drivers and reviewed their in-car videos. Mr. Leidholdt acknowledged he was aware the three GT1 cars were rapidly approaching and would soon lap him. The SOM determined after allowing the first two cars by, Mr. Leidholdt did not adjust his line to provide racing room for Mr. Schermer in GT1 #199. Mr. Schermer also did not make any adjustment to avoid contact.

The COA reviewed the videos submitted by the SOM and confirmed Car #167 let the first two cars pass on his left without incident and immediately began to move left into the path of GT1 #199 which was approaching at a higher rate of speed. Before Car #167 attained the outer edge of the racing line to set up for Turn 7 GT1 #199 moved into the gap. There was side to side contact causing Car #167 to spin, contact the wall and fail to continue. Car #199 subsequently retired with a cut tire.

GCR 6.11.1.A., B., and D. plainly stipulate each driver is to maintain control of his/her car, so they do not make contact with nor impede other cars under close racing conditions. The video shows Mr. Leidholdt had room to allow the faster car to go by and still set up for the next turn. The COA finds Mr. Leidholdt violated GCR 6.11.1.A., B., and D. by moving into the path of a much faster car attempting to lap him, thereby impeding the other car and causing physical contact. The COA disagrees with Mr. Leidholdt's assertion that Appendix P. applies in this situation as this was not two cars of similar speed vying for position.

The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence and the penalties assessed are within the powers of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Leidholdt's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Eric Wisniewski vs. SOM COA Ref. No. 25-03-SE February 20, 2025

FACTS IN BRIEF

On January 12, 2025, following Race 2 for Group 6 at the Hoosier Racing Tire SCCA Super Tour – The 45th Annual Winter Vacation at Sebring International Raceway, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of contact between Prototype (P) #56, driven by Wade Richardson, Formula Enterprise 2 (FE2) #32, driven by Charles Turner, and FE2 #98, driven by James Libecco, at Turn 17 on a restart.

The Stewards of the Meeting (SOM), Russ Gardner, Shelly Pritchett, and Lauri Burkons, Chairman, met, reviewed the available video, and heard witnesses. The SOM determined Eric Wisniewski, driver of FE2 #25, violated General Competition Rules (GCR) 6.11.1.B. (Racing Room) by failing to avoid physical contact and depriving Mr. Richardson of racing room. The SOM penalized Mr. Wisniewski with disqualification from the race and assessed four penalty points on his competition license. Mr. Wisniewski appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Bev Heilicher, Lee Hill, and Jack Kish, (Chairman) met on February 13, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Eric Wisniewski, submitted January 21, 2025.
2. Video from Andrew Whitson, driver of FE2 #54, received January 29, 2025.
3. Official Observers Report and related documents and videos, received January 29, 2025.
4. Response letter from James Libecco, received February 6, 2025.

FINDINGS

In his appeal letter, Mr. Wisniewski maintained Car #56 failed to accelerate and moved from the racing line as the green flag was displayed for the restart following a full-course yellow. Mr. Wisniewski also declared he was hit from behind by FE2 #17 before making contact with Car #56. Mr. Wisniewski submitted in-car video from Andrew Whitson, driver of trailing FE2 #54, to support his appeal.

The SOM interviewed the three drivers originally cited plus Mr. Wisniewski and Vaughn Mishko, driver of FE2 #17, and reviewed the in-car videos from P #56 and FE2 #98. Regarding Mr. Wisniewski's involvement, the SOM determined there was avoidable contact by FE2 #25 into P #56, causing Car #56 to turn right across the track where it was contacted by FE2 #17.

The COA reviewed the available videos from all sources. The incident occurred during a single file restart following an early Full Course Yellow. The original start was split with Prototype and Formula Atlantic cars starting ahead of the remaining formula classes. As the front of the field approached the restart on the front straight, the last place prototype, P #56 (Richardson), was just entering Turn 17 followed closely by the front of the FE2 procession consisting of Car #32 (Turner), Car #98 (Libecco), Car #25 (Wisniewski), Car #17 (Mishko), and Car #54 (Whitson). Mr. Turner began to accelerate and pass Car #56 about midway between Turn 17 and 17-bridge apparently in response to his crew's radio call that start was green. The next three FE2s in line also accelerated, following the example of Car #32, expanding the lead FE2 pack. When 17-bridge became visible to Car #32, Mr. Turner saw the double yellow flags had not been withdrawn. Mr. Turner braked in an apparent attempt to abort his pass of Car #56. His sudden deceleration caused the closely following cars to also attempt to slow, compressing the pack.

The video from Car #54 shows Mr. Wisniewski in Car #25 was the 3rd car in line. He locked his rear wheels, leaving two distinct rubber tracks while spewing tire smoke. Car #17, unable to slow sufficiently, attempted to go around Car #25 to the right. Car #17's left front tire contacted the right rear tire of Car #25 collapsing the left front suspension of Car #17 and separating its wheel and tire which became airborne. The contact by Car #17 into Car #25 caused Car #25 to veer to the left contacting the right rear of Car #56 spinning it to the right. The video clearly shows a visible gap between Car #56 and Car #25 at the moment of contact between Car #17 and Car #25, as determined by the visible separation of the left front wheel assembly from Car #17. The COA notes Car #25's nose did not go ahead of Car #56 prior to Station 17-bridge withdrawing their double yellow flags.

The COA notes several elements contributed to the development of this incident:

1. Car #56 was lagging significantly behind the front of the field during the full course yellow lap immediately prior to the restart.
2. A GREEN flag radio call was reportedly received by Mr. Turner in Car #32 prior to the Turn 17-bridge flag station.
3. There was a green flag indicator on the Flagtronics in-car flagging system. Per the event Supplemental Regulations, "The Flagtronics system will be in use..." BUT "The actual flags...take precedence over the Flagtronics dash display." Station 17-bridge was displaying double yellow flags.

4. Before flag station 17-bridge, as the FE2's started their passes on the right, Car #56 was off-line, approaching the turn more than three car widths from the driver's right track edge. The FE2 group assumed Car #56 was disabled.
5. The videos from the FE2 cars show the flags at Station 17-bridge are masked by the inside barrier until well past Station 17.

The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence available at the event hearing. However, the video from Car #54, submitted with the appeal, clearly shows Car #25 was forced into Car #56 by the impact from Car #17. Mr. Wisniewski did not have the capacity to avoid contact. Mr. Wisniewski also did not pass Car #56 under yellow flag conditions. Mr. Wisniewski's disqualification is rescinded and the four penalty points assessed on his license are to be removed. His original finishing position is to be restored and he is to receive all series points and awards commensurate with that position.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Wisniewski's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | March 4, 2025

The Club Racing Board met by teleconference on March 4, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Eric Prill, Vice President, Road Racing, Jeff Barrow, Director of Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #37663 (Peter Lawrence) Charging Speeds

Thank you for your letter. We have no “sway” with the EV industry. We’re only a car club who is writing rules, guidelines and protocols to help make EV owning car enthusiasts have a place to play with their cars.

The biggest impediment to EV acceptance is the time it takes to charge. DCFCs are designed to get folks charged and on their way. As far as I know, no DCFCs can adjust the amount of current your car can accept. Yes, they vary the amount of current they push but that is based on what make/model of vehicle is connected to the unit. Maybe in the future a user can “dial in” the amount of current the vehicle receives but we aren’t there yet.

Also, at this point, very few racetracks have DCFCs. I assume they will start to install them as EVs become more ubiquitous. Most of the chargers I see at tracks are RV stalks with 30A or 50A service. A couple of my colleagues on the EVAC race home built EVs and usually have to bring their own power to the track with them (usually a diesel generator).

General

1. #37743 (Nils Musaeus) Accident at Sebring SuperTour between SRF3 #36 and car #9

Thank you for your letter. The Club Racing Board and SCCA staff have contacted event officials to better understand what happened. The driver of the car in question had not obtained permission to start from the Race Director and was mistakenly allowed on track. The record shows that the driver involved in this incident had met the participation standard suggested in your letter. The driver was placed on one event probation and penalized one point for avoidable contact. Event volunteer staff has been counseled on the situation with an emphasis on the protocol for a car arriving to grid without a qualifying time.

STL

1. #37929 (Sylvester Stafford) Dash pad/ Dashboard Requirements

Thank you for your letter. Rule is adequate as written and does not specify model year.

STU

1. #37784 (Daniel Malm) Classification Request - 1995-8 Eagle Talon Tsi AWD

Thank you for your letter. The 1995-1998 Eagle Talon Tsi AWD is eligible to run in STU without a spec line but must comply with all STU rules.

2. #37909 (John Weisberg) DI Limited Prep Rule

Thank you for your letter. Rules are adequate as written.

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T2

1. #37439 (Peter St Pierre) Eligibility of an HPD Mule

Thank you for your letter. Member is interested in trying STU with current setup.

T3

1. #37912 (Kyle Bolden) Mazda Rx-8 Touring 3 Request

Thank you for your letter. There has been a recent change to the Touring rules which allows T3 cars to use performance alternative calipers.

T4

1. #37727 (Rob Piekarczyk) Tire Options for SPB

Thank you for your letter. The Committee does not wish to make a change to this spec line at this time. The car has only recently moved to the class and we would like to see how it performs before we make a change. Lap times from SPB races and T4 races were compared before we made the change, and we'd like some members to try the SPB spec.

Not Recommended

FP

1. #37848 (Larry Funk) Rescind 100lb. weight Increase for Full Prep 1991 Honda CRX Si

Thank you for your letter, but this change is not recommended. It is believed that this classification is competitive as is. Please continue to bring it out so additional data can be gathered on the competitive balance of FP.

STL

1. #37968 (Raymond Philibert) Mazda Miata 13 B

Thank you for your letter. We do not feel any additional actions are required.

STU

1. #37368 (Taz Harvey) TCR in STU/GT3

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

2. #37816 (Jill Urso) Request for Adjustment in Aerodynamic Regulations STU/GT3

Thank you for your letter. As we work on the consolidation of these classes scheduled for 2026, we will evaluate aerodynamics as well as other performance parameters based on data we collect in 2025.

T2

1. #37389 (John Heinricy) Request to Rebalance Blackwing Cadillac T2 for 2025

Thank you for your letter. The top 2 cars at the 2024 T2 runoffs race were significantly faster than the Cadillac Blackwing, by 2 to 2.5 seconds per lap. Because of the total weight, front weight bias and high cg of the Cadillac the bulk of the loss in time is in braking and corner speeds. Assuming the two front runners are not slowed down significant modifications to the Cadillac are needed. I am requesting 315 tires maximum. The current 295 tires on a 3800 pound car are not enough tire for this weight. I am requesting aftermarket shocks and springs with a maximum spring rate of 1000 pounds/inch front and rear to replace the OEM shocks and springs which are way lower spring rate than the competitors. I am requesting to allow removal of the OEM catalytic convertors to help reduce the high exhaust temperatures which damage the turbochargers. The trap speeds for the Cadillac, which is the heaviest car, are in a similar range to the competition and as shown by the winning BMW M2CS Cup racecar which had trap speeds on the low end of the top 5 cars, the trap speeds are not that indicative of a fast lap time and winning capability. Reducing weight on the Blackwing is not feasible under the current rules.

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T3

1. #37709 (Jose Osiris Pena) FRS/BRZ 2013-2020

Thank you for your letter. The TAC does not wish to allow the BRZ/FRS to utilize an engine from a different generation of the car. This practice is consistent with the Super Touring classes.

T4

1. #37396 (Oscar Jackson) Request to Help Gen 1 FR-S/86/BRZ

Thank you for your letter. Based on recent race results, the BRZ is capable of competing with the recently adjusted MX-5. We will continue to monitor.

2. #37692 (Bryan Heitman) Spec MX5 Car

Thank you for your letter. The TAC does not wish to allow the SMX5 in T4. The engine preparation is not consistent with the Touring philosophy. The car is classified 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. #37698 (American Sedan Committee) Add the 5.3L LS truck engine

In GCR, Section 9.1.6.F., add the following:

"(Effective 6/1/2025) Engine GM LM7 5.3L

Engine block casting Cast Iron 12567392, 12567393, 12551358

Cylinder head casting 241, 243, 706, 799, 806, 853, 862

Port Volume Intake 210cc / Exhaust 70cc

Bore 3.820" Max.

Stroke 3.618" Min/3.622" Max

Rod length 6.098"

Valve Size Int. 2.00" / Ex. 1.550"

Cam Lift 50" Intake /.550" Exhaust

Cam timing/duration C/L 114 deg duration @.05 lift- 222 Intake/232 exhaust

Deck Height 9.215" min - 9.240" max

Compression Ratio 10.1:1

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<i>Rocker arm ratio</i>	<i>1.7:1</i>
<i>Intake Part #'s</i>	<i>17113697, 19418185, 89017230, 89017363, 89017364, and 89017365.</i>
<i>Throttle body bore</i>	<i>87mm</i>
<i>Restrictor plate</i>	<i>87mm</i>
<i>Fuel injector Part #'s</i>	<i>12613411, 12594512, 12569113, 17113698, 25317628</i>
<i>Headers</i>	<i>1-3/4" Dia. Stock ECM must be used"</i>

2. #37908 (American Sedan Committee) Transmission Ratios

In GCR, Section 9.1.6.3.a., add the following:

"(Effective 6/1/2025) 3. All Cars

a. Any four speed transmission maybe used with gear ratios 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00.

If ratios 2.20, 1.64, 1.28, 1.00 are used 50lb weight penalty will be added.

b. Tremec TKX with ratios 2.87, 1.89, 1.28, 1.00, .81 is allowed."

Prod General

1. #37865 (Darryl Saylor) Headlight Rings/Bezels

In GCR, Section 9.1.5.E.9.a.11., change as follows:

"(Effective 6/1/2025) Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. The headlight bezels/rims must remain in their stock locations but can be replaced by components of an alternate material, provided their appearance remains stock. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers."

SM

1. #37511 (Club Racing Board) MX5-D classification

In GCR, create MX5D Rule Set as follows:

"9.1.7.2 Wheelen MX5 Cup (MX5D):

A. PURPOSE AND INTENT

The Wheelen MX5 Cup (MX5D) class is intended to provide the membership with the opportunity to compete in low cost, production-based, professionally built spec cars with limited modifications, suitable for racing competition. The original OEM vehicle identification number (VIN) stamped on the firewall shall correspond with the model year automobile and the number with which it was delivered by the approved manufacture's constructors (Long Road Racing or Flis Performance)."

ST General

1. #37474 (Super Touring Committee) Body Parts Interchangeability

In GCR, Section 9.1.4.C.1., change as follows:

"(Effective 6/1/2025) Unless otherwise allowed, standard body appearance must be strictly maintained. Different models of the same generation chassis may interchange body panels, trim and lights."

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STL

1. #37844 (Nick Leverone) ABS within Manufacturer

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

"(Effective 6/1/2025) 12. Any OE ABS System from the same manufacturer may be used."

Taken Care Of

B-Spec

1. #36642 (Chris Shenefield) Proposal to make RedShift Competition Coilovers Legal for B-SPEC

Thank you for your letter. This will be one of the subjects of a future survey that will be sent out to B-Spec competitors for feedback.

C-Spec

1. #37744 (James Cutler) Rear Adjustable Control Arms

Thank you for your letter, please see response to letter #37725.

FF

1. #37949 (Alan Vandeweghe) I Support Letter #37802

Thank you for your letter. Please see the response to letter #37802 in the March 2025 Fastrack.

General

1. #36701 (Jeff Antonelli) Education intervention for Dangerous Racer Behavior

Thank you for your letter, it has been shared with the event officials.

T1

1. #37735 (Michael Pettiford) Don't Further Restrict and Add Weight to the C6 Z06 Corvette

Thank you for your letter. Sorry for the confusion. Adjustments have been made in letter 37737. See the February Fastrack for details.

T3

1. #37484 (Marshall Mast) S197 V6 Mustang

Thank you for your letter. Please see letter 37594 in current Fastrack.

What Do You Think

None.

Resume

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: March 20, 2025

NUMBER: TB 25-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

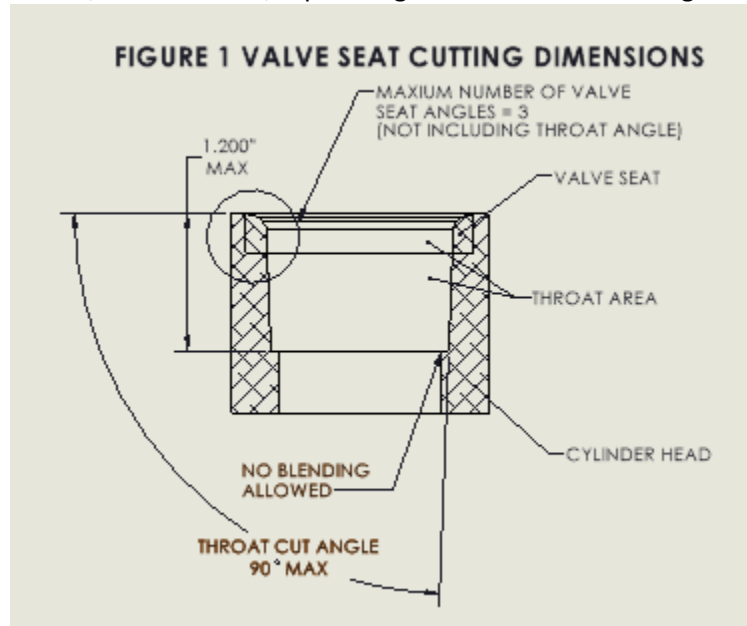
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 4/1/2025 unless otherwise noted. 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

1. #37502 (Pamela Richardson) Flotek Head Plunge Cut Inconsistencies

In GCR, Section 9.1.6., replace Figure 1 Valve Seat Cutting Dimensions with the following:



2. #37693 (American Sedan Committee) Notes clean up

In AS Spec Lines, change/add to Notes as follows:

Cadillac CTS-V (04-07):

~~"Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Any ECM maybe used. The Drive Shaft Shop, Axle shaft part #'s 510220/510221 permitted."~~

Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep:

~~"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb. weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879."~~

Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep.:

~~"Any ECM maybe used."~~

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Chevrolet/Pontiac Camaro & Firebird (82-92) Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. Flo Tek Head part #102-500 are permitted."

Chevrolet/Pontiac Camaro & Firebird (82-92) Restricted prep engine:

"Any ECM maybe used."

Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 250 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Flo Tek Head part #102-500 are permitted."

Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep:

"Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Any ECM maybe used."

Chevrolet Camaro SS (V8) (10-15) Restricted Prep:

"Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Any ECM maybe used."

Chevrolet Camaro (10-15) Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. Flo Tek Head part #102-500 are permitted. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell."

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Chevrolet Camaro (16-) Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted, Flo Tek Head part #102-500 are permitted."

Chevrolet Camaro, 1LE (16-):

"60mm flat plate restrictor required. Any ECM maybe used."

Dodge Challenger (08-20) Restricted Preparation:

"80mm flat plate restrictor is required on the 6.4L engine. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell."

Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb weight reduction. Edelbrock Cylinder Head Part #'s 602579, 602479 are permitted. For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. Flo Tek Part # 203-500 are permitted."

Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri(79-86) with Restricted Prep Engine:

"62mm flat plate restrictor is required. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell. **MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.**"

Ford Mustang Including Cobra 94-04 Full Prep:

"Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 250 lb weight reduction. Edelbrock Cylinder Head Part #'s 602579, 602479 are permitted. For regional competition only, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. Flo Tek Part # 203-500 are permitted."

Ford Mustang GT (94-04) with Restricted Prep Engine:

"MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted."

Ford Mustang Cobra and GT 94-95(Restricted Prep):

"1st Generation 5.0l Coyote 11-14 62mm FPR 2nd Generation 5.0l Coyote 15-17 61mm FPR Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68. **MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.**"

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Ford Mustang including Cobra 96-04 (Restricted Prep):

"1st Generation 5.0l Coyote 11-14 62mm FPR 2nd Generation 5.0l Coyote 15-17 61mm FPR Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68- *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*"

Ford Mustang Coupe GT (05-14) Restricted Prep.:

"1st Generation 5.0l Coyote 11-14 62mm FPR 2nd Generation 5.0l Coyote 15-17 61mm FPR Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68- *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted.*"

Ford Mustang GT (05-14) with Restricted Prep Engine:

"1st Generation 5.0l Coyote 11-14 62mm FPR 2nd Generation 5.0l Coyote 15-17 61mm FPR Alternate transmission Ratios 3.66, 2.43, 1.69, 1.32, 1.00, .68- *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted.*"

Ford Mustang GT 5.0l (15-17) Restricted Preparation:

"61mm flat plate restrictor required. Fuel cells must be located within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell- *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*"

Ford Mustang GT 5.0L (2018-):

"60mm flat plate restrictor required- *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*"

B-Spec

1. #37520 (B-Spec/C-Spec Committee) 2025 BOP Recommendations

In B-SPEC Spec Lines, change as follows:

Honda Fit MT (09-14): "~~Any Cold Air Intake Package allowed (any manufacturer)~~ *Allow Injen Intake SP1512, K&N Intake 69-1017TTK, or HPS intake 827-102* with a 25lb adder."

Mazda2 (10-14): "Exhaust Header (cat delete) HB.EM 60-404-S-SS, HP-MZD001 *allowed with a 50lb adder*, or Mazda Motorsports PN 0000- 06-2410 permitted *with no weight adder.*"

Mini Cooper (R56) MT (07-10): "44~~5~~ FPR (OE Catalyst)"

Mini Cooper (R56) AT (07-10): "46~~7~~ FPR (OE Catalyst)"

Mini Cooper Clubman (R55) (07-10): "44~~5~~ FPR (OE Catalyst)"

Mini Cooper (R56LCI) MT (11-13): "43~~4~~ FPR"

Mini Cooper (R56LCI) AT (11-13): "45~~6~~ FPR (OE Catalyst)"

Mini Cooper Clubman (R55) (11-15): "42~~4~~ FPR"

Nissan Versa Sedan (12-19): "2490~~2450~~" *"Allow Injen intake SP1906"*

Nissan Versa Hatchback (12-19): "2490~~2450~~" *"Allow Injen intake SP1906"*

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Toyota Yaris Hatchback (12-18): "~~2400~~2350"

Toyota Yaris Sedan (07-12): "~~2400~~2350"

2. #37534 (B-Spec/C-Spec Committee) Hyundai/Toyota Factory Rear Disc Models

In B-SPEC Spec Lines, add to Notes the following:

Hyundai Accent Hatchback (12-19): "*Vehicles equipped with rear drum brakes subtract 25 lb.*"

Toyota Yaris Hatchback (12-18): "*Vehicles equipped with rear disc brakes add 25 lb.*"

3. #37880 (Alex Ratcliffe) Request to Update the Spec line for Hyundai Accent and Kia Rio

In B-SPEC Spec Lines, add to Notes as follows:

Hyundai Accent Hatchback (12-19): "*Bilstein B14 kit #47167490 front shocks verified compatible. Allow BabyFace Fabrication sump extension #BF-HYU-PAN.*"

Kia Rio Hatchback (12-19): "*Bilstein B14 kit #47167490 front shocks verified compatible. Allow BabyFace Fabrication sump extension #BF-HYU-PAN.*"

C-Spec

1. #37725 (Dean Fehribach) Allow Rear Camber Adjustment Bars

In C-SPEC Spec Lines, add to Notes the following:

Ford Focus Hatchback/Sedan (2012-18): "*Allow Corksport Axl-3-318-Black adjustable rear camber arms.*"

Mazda3i SKYACTIV (2012-13): "*Allow Corksport Axl-3-318-Black adjustable rear camber arms.*"

Mazda 3i MZR (2010-13): "*Allow Corksport Axl-3-318-Black adjustable rear camber arms.*"

Mazda 3i (2004-09): "*Allow Corksport Axl-3-318-Black adjustable rear camber arms.*"

Electric Vehicle

None.

Formula/Sports Racing

FE2

1. #37965 (Robey Clark) Driver Safety & Comfort

In FE2, GCR section 9.1.1.G.2.E, add the following:

"g. Driver Safety and Comfort modifications to seat and controls for drivers with disabilities may be made only by approval. These modifications must be reported to SCCA Enterprises and noted in the car logbook. The modifications are approved only for the noted driver with disabilities. If the car is used by or sold to another driver, it must be returned to the previous standard configuration."

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SRF

1. #37966 (Robey Clark) Driver Safety & Comfort

In SRF, GCR section 9.1.8.D.1.D, add the following:

"f. Driver Safety and Comfort modifications to seat and controls for drivers with disabilities may be made only by approval. These modifications must be reported to SCCA Enterprises and noted in the car logbook. The modifications are approved only for the noted driver with disabilities. If the car is used by or sold to another driver, it must be returned to the previous standard configuration."

2. #37992 (Club Racing Board) Update SADEV transmission specs

In SRF, GCR section 9.1.8.D.2.K, change as follows:

"OR

SADEV-SRF3 6-Speed Sequential (~~beginning~~*from* Oct. 4, 2021 *onward*):

1st	<i>12-36</i>	3.0000 : 1
2nd	<i>15-31</i>	2.0667 : 1
3rd	<i>18-28</i>	1.5556 : 1
4th	<i>22-28</i>	1.2727 : 1
5th	<i>24-26</i>	1.0833 : 1
6th	<i>25-23</i>	0.9200 : 1
Final Drive Ratio:	<i>15-48</i>	3.20"

GCR

1. #37937 (Club Racing Board) Add omitted reference to GCR Contents section

In Contents, GCR section 5.4, add the following:

"5.4.4. Operating Rules 39"

General

None.

Grand Touring

None.

Improved Touring

None.

Legends Car

None.

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Production

1. #37755 (Kristian Smith) Request for Classification of Chevrolet Spark

In HP Spec Lines, classify the Chevrolet Spark (16-22):

HP	Pre p. 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.)
<i>Chevrolet Spark (16-22)</i>	<i>2</i>	<i>1850 *</i> <i>1896 **</i> <i>1943</i>	<i>4 cyl DOHC</i>	<i>74.0 x 81.3</i> <i>(2.91 x 3.20)</i>	<i>1399</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 30.3 / (1.19)</i> <i>(E) 23.3 / (0.91)</i>	<i>Fuel Injection</i>	<i>2385 / (93.9)</i>	<i>1492 / 1499</i> <i>(58.7 / 59.0)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>15x7</i>	<i>5</i>	<i>256 / (10.1)</i> <i>Vented</i> <i>200 / (7.9) Drum</i>		<i>Stock Throttle Body ID</i>	<i>Comp. Ratio limited to 11.0:1. Valve lift limited to .390".</i>

2. #37939 (Doug DeRonne) Request to Lower Ford Festiva Minimum Weight to 1600 LBS

In HP Spec Lines "Ford Festiva (88-93)" change as follows:

Weight:

~~"1700~~1600

*~~1743~~1640

**~~1785~~1680"

Notes:

"Compression ratio limited to ~~10.5~~11.0:1. Valve lift limited to .450"."

Spec Mazda (SM/SMX)

None.

Super Production

None.

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Super Touring

GT3U

1. #37981 (Club Racing Board) TCR Rulesets

In STU-GT3U Spec Lines, Table C, add the following:

"Table C: STU-GT3U

Refer to section 9.1.2."

In GCR, Section 9.1.4.H.7, change as follows:

"All current STU cars, *except TCR cars*, may reduce their weight by 4% after all other modifiers"

Touring

T1

1. #38003 (Touring Committee) Cadillac CT4-V Blackwing

In T1 Spec Lines, classify Cadillac CT4-V Blackwing as follows:

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Cadillac CT4-V Blackwing</i>	<i>1115</i>	<i>3564cc</i>	<i>3750 lbs</i>		<i>Must use OEM ECU. Reprogramming is allowed.</i>	

T2

1. #37295 (Touring Committee) Please class the Darkhorse R in T2

In T2 Spec Lines, classify the Ford Mustang Challenge Darkehorse R.

T2	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Mustang Challenge Darkehorse R</i>	<i>92.220 x 92.7 / 4957</i>	<i>58 mm 60mm</i>	<i>19 x 11</i>	<i>295 DOT</i>				<i>3650 3775</i>	<i>Aside from the items in this spec line, the car must conform to the current "Mustang Darkhorse R Mustang Challenge Homologation". Safety equipment is unrestricted. Must conform to SCCA decal requirements. **This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**</i>

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2. #37603 (Ben Slechta) T2 350Z Spec Line Cleanup

In T2 Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), change Notes as follows:

~~"Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 and 72123 are allowed. Aftermarket flywheel permitted at minimum 14lbs. Aftermarket headers permitted, cold air intake permitted. Aftermarket big brake kit 4 piston front permitted up to 355x32 SPL pro V3 front upper camber caster control arms for the 350z part# SPLFUAZ33 permitted. SPL rear toe links part# SPL RTA Z33 permitted. Stillen part #400338 permitted. 44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.~~
Track/NISMO/S/R-Tune OEM aero options permitted, KW Motorsports: F&R 5600S-SZ350 permitted, Front sway bar max 37mm, Rear sway bar max 25mm, RRZ30 Oil Pump allowed, Performance alternative front upper control arms permitted, Spherical bearings allowed, Springs up to 700 lbs./in. front/rear permitted, Aftermarket flywheel permitted at minimum 14lbs, Z1 350Z Intake Power Mod Kit permitted, Aftermarket headers permitted, Cold air intake permitted, Stillen part #400338 permitted, Zspeed and Z1 alternative clutch slave permitted, Nissan rear diff cover #99996-35TDK or #383510C021 permitted, Nissan caliper kit: 41001-FR350 and/or 44011-RC350 permitted."

T3

1. #37421 (Simon Foweather) SpecE46 Tire Change

In T3 Spec Lines, BMW Spec E46, change Notes as follows:

~~"Must conform to all SpecE46 rules Version 2.10."~~ *Version 1.1 dated Jan. 6, 2025."*

2. #37594 (John LoGiudice) S197 Mustang V6 in T3

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

~~"3350"~~ *3325"*

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS William Wald vs. SOM COA Ref. No. 25-04-SE March 3, 2025

FACTS IN BRIEF

On Saturday, February 8, 2025, following Race 1 for Groups 1&2 at the Cabin Fever Cure 2025 held at Sebring International Raceway, Assistant Chief Steward Stu Cowitt filed a Request for Action (RFA) seeking investigation of contact between William Wald, driver of Formula S (FS) #03, and Darryl Shoff, driver of Prototype (P) #94, in a waving yellow zone at Turn 6 on the long course.

The Stewards of the Meeting (SOM) Sherri Croyle, Pedro Prado, and Phil Croyle (Chairman) met to hear and rule on the RFA. The SOM determined Mr. Wald violated General Competition Rules GCR 6.11.1.A. (Avoid contact) and 9.3.11.A. (Video camera) and penalized him with disqualification from Race 1 and a reprimand. The ruling incurred four penalty points against his competition license.

Mr. Wald appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Lee Hill, and Laurie Sheppard (Chairman) met on February 27, 2025, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from William Wald, submitted February 11, 2025.
2. Official Observer's Report and related documents, received February 19, 2025.
3. Statement from Chief Steward Leland Miller, received February 24, 2025.
4. Email, photos, and video from Phil Croyle, received February 25, 2025.

FINDINGS

In his appeal, Mr. Wald stated after exiting Turn 5 where a double yellow flag was displayed, he approached Car #94 which was traveling at a normal pace. Car #94 slowed abruptly to avoid a Formula Vee which Mr. Wald could not see. Mr. Wald was unable to slow quickly enough and contacted the rear of Car #94. He acknowledged none of the three cars captured the incident on video. Mr. Wald requests "that [the COA] interview all three drivers involved and come to understand this was unavoidable contact."

GCR 8.4.5.C. states, "At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee." The COA is therefore unable to grant Mr. Wald's request to rehear the RFA by interviewing all parties and reaching a new conclusion. The COA will, however, consider all relevant materials and determine if the GCR and Supplemental Regulations were administered appropriately, fairly, and equitably as per GCR 8.4.3.A.2. (Appeal Procedures) and 8.4.5. (Hearing Appeals).

The SOM reviewed witness statements, race logs, corner reports, and timing data, and used video from other drivers to verify the flag conditions leading up to Turn 6. The incident investigation was hampered by a lack of video of the contact itself. The SOM cited both drivers for failure to have a functioning camera. The SOM did not find corroborating evidence to support Mr. Wald's assertion that Car #94 made an aggressive move into FS #03's path and they found Mr. Wald was responsible for the contact.

The COA reviewed the documentation provided by the SOM, including witness statements and all other evidence. The COA also reviewed statements from the Chief Steward and the Chairman of the SOM. Photos and video provided to the COA did not show the incident but did confirm the yellow flag conditions leading up to Turn 6. The race log indicates a gap of more than five minutes from the first call announcing Turn 6 was waving yellow until the incident. It is clear Turns 4 and 5 were also displaying a yellow flag. Mr. Wald incorrectly stated the incident occurred under double yellow, but it is evident he was aware there were yellow flags controlling the area.

Mr. Wald provided no new evidence or unconsidered information. He did not submit proof of any rule administered inappropriately, unfairly, or inequitably, nor did the COA find evidence of such. Turn 6 was waving yellow at the time of the incident and per GCR 6.1.1.A., drivers are to "slow significantly and be prepared to stop" when a yellow flag is waved. Mr. Wald was unable to stop before he made contact with Car #94.

The COA finds the SOM gave the available evidence due consideration and made a serious effort to uncover additional information. The SOM came to a thoughtful and reasoned conclusion and applied a measured penalty that was within their purview.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Michael Loughran vs. SOM COA Ref. No. 25-05-SE March 12, 2025

FACTS IN BRIEF

On Sunday, February 9, 2025, following Race 2 for Group 6 at the Cabin Fever Cure 2025 held at Sebring International Raceway, Assistant Chief Steward Herb Shipp filed a Request for Action (RFA) seeking investigation of contact between Brian Eiroa, driver of Spec Miata (SM) #31, and Connor Thomas, driver of SM #125, and a possible third unidentified car in Turn 17 on the long course.

The Stewards of the Meeting (SOM) Sherri Croyle, Shelly Pritchett, and Phil Croyle (Chairman) met to hear and rule on the RFA. The SOM determined the unidentified car was SM #3, driven by Michael Loughran, which initiated the incident by having contact with Car #31. The SOM found Mr. Loughran violated General Competition Rules (GCR) 6.11.1.A. (Avoidable contact), 6.11.1.B. (Racing room), and 6.11.1.D. (Unsafe pass attempt) and penalized him with loss of finishing position (moved to last in class) and three race weekends probation. The penalty incurred three penalty points against his competition license.

Mr. Loughran appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA), Bev Heilicher, Jack Kish, and Lee Hill (Chairman) met on March 6, 2025, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Michael Loughran, submitted February 19, 2025.
2. Official Observer's Report and related documents and video, received February 25, 2025.
3. Additional unsolicited YouTube video, received February 25, 2025.
4. Email, statement, and photos from Phil Croyle, received February 28, 2025.

FINDINGS

In his appeal, Mr. Loughran stated he was fully alongside Car #31 mid-corner of Turn 17 establishing his right to racing room. He asserted that Car #31 failed to track out in a two-wide situation, instead turning across his nose, making contact unavoidable despite his controlled inputs.

The SOM reviewed video from the cars involved, witness statements, race logs, corner reports, and used video from other drivers to determine the contact between Car #31 and Car #125 was the result of a spin by Car #31 which was caused by contact between Car #31 and Car #3. The SOM found while Car #3 provided racing room to Car #31, Mr. Loughran failed to control his car on the exit of Turn 17. His left front contacted Car #31 in the right rear causing Car #31 to spin 90 degrees clockwise with the rear of car #31 heading towards the outside wall, where it was hit by Car #125.

The COA reviewed the videos and documentation provided by the SOM, including witness statements and all other evidence. The COA concluded the incident occurred in Turn 17 on the first lap of the race in the middle of the Spec Miata field. Car #31 (Eiroa) entered Turn 17 about a car length ahead of Car #3 (Loughran). Car #31 braked early, taking a wider line into the corner while Car #3 took a slightly quicker approach on an inside line that resulted in the two cars reaching the bridge with some overlap. Car #31's video shows the nose of Car #3 briefly even with Car #31's right side passenger door before quickly receding from view as the two cars passed under the bridge. Car #31 followed a consistent trajectory out of the corner and made no apparent effort to tighten his line or to impede Car #3. Car #3 attempted to match the speed of Car #31, while it became apparent his line needed to tighten further. Car #3's tighter (and bumpier) line left him unable to maintain position relative to Car #31 and his attempt to do so led directly to the contact between the left front of Car #3 and the right rear of Car #31 just past Flag Station 17-A.

The COA finds Car #3 was not sufficiently alongside Car #31 to have established the right to racing room – or to be reasonably certain the driver of Car #31 was aware of his proximity. Therefore, Mr. Loughran is responsible for initiating contact and depriving Mr. Eiroa of racing room. GCR 6.11.1.D. states, “the overtaking driver is responsible for the decision to pass another car and to accomplish it safely.”

The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence available and applied a measured penalty that was within their purview.

DECISION

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

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CLUB RACING BOARD MINUTES | April 1, 2025

The Club Racing Board met by teleconference on April 1, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Locke, Jim Goughary, Peter Keane, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #38034 (Sean Rupp) AS Engine Rules

Thank you for your suggestion. After consultation, the ASAC has determined the author wishes to install an LS1 engine, which is already permitted in the American Sedan rules.

B-Spec

1. #38026 (Eric Yagel) Allowing the Removal of the two-pedal shutdown

Thank you for your letter.

GCR

1. #37617 (Arax Assadourian) Fuel bladder container

Thank you for your letter. Please submit registered engineering documentation which establishes that the proposed alternate material is equivalent to the specifications of the materials currently approved for use in the GCR.

2. #37960 (Joel Harleman) Support for Retention of Videos

Thank you for your letter. Please see the response to letter #37674 in this Fastrack.

3. #38032 (Thomas Kirchman) Scoring the Finish

Thank you for your letter. GCR section 6.10.1.B does not preclude the use of in-car video to assist in determining the finish scoring positions. The SOM may use in-car forward-facing videos to assist in resolving a Request for Action (RFA) as part of the evidence in deciding the result.

General

1. #37672 (Jay Messenger) Runoffs Qualification Majors Points Standing

Thank you for your letter. When the U.S. Majors Conference Championships were established in 2013, they were created to include only specific races but also offer the opportunity for drivers to score points and compete for multiple championships. Counting outside events would extend each Conference Championship to the final Majors race weekend in the country, which can be months after the last scheduled race within a Conference, and which could also result in excluding drivers who believe they have already qualified for the Runoffs.

2. #37701 (Brian Styczynski) HST Inconsistencies

Thank you for your letter. The schedule was developed based on historical data.

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3. #37857 (Jason Stine) Out of Conference Races

Thank you for your letter. Please see the response to letter #37672 in this Fastrack.

4. #37859 (Darryl Saylor) Runoffs Qualifications/Conference Points Championships

Thank you for your letter. Please see the response to letter #37672 in this Fastrack.

5. #37866 (Pamela Richardson) Support for letter 37857

Thank you for your letter. Please see the response to letter #37672 in this Fastrack.

ITA

1. #37932 (Jackxander Perez Silva) Rule Book Questions

Thank you for your letter. The answer to question 1 is the entire transmission section of the IT general rules (section 5). Stock transaxle housing, section a. No modification of the number of gears... section c.

Also, the general intent (way up at the top) states "competition adjustments, other than as outlined in section 9.1.3.C, are not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed." Changing the stock caliper to a different version would be considered altered.

If the GCR rules doesn't say it can be changed. it can't be changed.

A 25-pound adder means 25 pounds will be added to the GCR minimum weight if the windshield or rear glass is changed to Lexan. If both are done, it will add 50 pounds to the minimum weight.

HP

1. #38081 (Jason Stine) Support of Letter #38057

Thank you for your letter. Please see response to Letter #38057 in this Fastrack.

2. #38095 (Donovan Helfrich) In Support of Letter #38057

Thank you for your letter. Please see response to Letter #38057 in this Fastrack.

Prod General

1. #38089 (Matthew Brannon) Turbo Delete Limited Prep

Thank you for your letter and bringing up this idea. The Prod Advisory Committee would have no problem with considering such a circumstance on a case-by-case basis, but don't see a need or a path forward for creating a sweeping allowance in the Production Ruleset for such a thing. Again though, if someone wanted to make a request to classify a specific turbocharged vehicle into the Production category, but without the turbocharger, that is a discussion that would certainly be had and studied for feasibility.

SMX5

1. #37985 (Ryan Gutile) Battery Location and Size Clarification

Thank you for your letter. The rule is adequate as written. SMAC does not make compliance determinations, that is reserved for the tech staff. To be clear every race is a new event, and cars are not deemed compliant because of past events. Saying the car was deemed legal by the Spec MX-5 Challenge series has zero bearing on the current SCCA rule book.

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2. #38051 (Jim Ebben) 30 Minute Time Limit for SMX Data Submission

Thank you for your letter. Please see response to letter # 38039. A key part of this series is the immediate virtual tech checks that occur based on the competitor's data submissions. All HST events require a 30-minute mandatory impound all during which the data can be downloaded and submitted. There is contracted AIM staff sitting by to run automated technical compliance checks in a very short period of time once all of the competitors data files have been submitted. Moving the data submission timeframe outside of the 30 or 40 minute window would then require more invasive mechanical tech during impounds which is far more invasive and troublesome than finding a way to get a laptop to impound. The series is working with AIM to test the ability to pull the competitors data automatically in impound for the competitor for future implementation.

STU

1. #37989 (Oscar Jackson) 4% Modifier for Table B Cars?

Thank you for your letter. The 4% modifier does apply to all STU cars, including Table B cars.

Not Recommended

P

1. #38097 (Bart Wolf) BOP P1 and P2 to P

Thank you for your letter. The Club Racing Board does not recommend these changes. The CRB had sufficient AiM data for a wide variety of P1 and P2 platforms as of 2024 and did not need to collect additional data in 2024 because the specifications of the platforms had not changed since the previous data was collected. Further, a majority of the P2 platforms fit readily into spec lines in the existing P1 engine table, and adjustments were made for P2 platforms that did not. For example, in P2 the tube-frame Group CN car was limited to a stock Honda K20A engine using a stock single throttle body with a 50mm flat plate intake restrictor at 1,500 lbs. minimum weight, and in the Prototype class that car is now permitted to use an internally modified K20A with unrestricted individual throttle bodies at the same minimum weight. The CRB intends to obtain AiM data from various platforms in the Prototype class during the season but has no plans to make BoP changes in the class prior to the June Sprints.

GCR

1. #37623 (TONY MACHI) Define Camber Plate

Thank you for your letter. The Club Racing Board does not recommend this change. A camber plate is not unique to MacPherson strut suspensions. Camber plates are used in other types of suspensions, and some cars have unique methods for adjusting camber.

2. #37645 (Richard Jones) Seats with Non-Integral Headrest

Thank you for your letter. The Club Racing Board does not recommend this change. The current GCR language is adequate as written.

3. #37686 (David Fiorelli) Safety Equipment Clarification

Thank you for your letter. The Club Racing Board is not interested in allowing passenger side window nets.

4. #37951 (David Mead) Request to Add Definition of Splitter to GCR Technical Glossary

Thank you for your letter. The Club Racing Board does not recommend this change. A single definition of a splitter would not necessarily fit all class rule specifications. Please refer your request for a definition to any specific class in which a splitter is allowed or required.

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5. #37967 (Bob Gardner) Request for Addition to GCR 6.11.1.D

Thank you for your letter. The introduction to Appendix P states: "The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road."

6. #37988 (Lance Loughman) Clear Course Waiving Yellow

Thank you for your letter. The Club Racing Board does not recommend this change. The CRB feels this recommendation would be a better fit for the F&C Operations manual and will forward it to the appropriate F&C committee.

7. #38096 (Bart Wolf) Past Champion Runoffs Provision

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letter #38098 in this Fastrack's Technical Bulletin and letter #37320 in the November 2024 Fastrack Minutes.

IT General

1. #37277 (Mike W Ogren) ITEZ in GCR

Thank you for your letter. The CRB is not interested in a nationally recognized regional ruleset for ITEZ.

2. #37308 (Mike W Ogren) ITEZ, # 37277

Thank you for your letter. Please see letter # 37277 in current Fastrack.

EP

1. #38083 (Donald Tucker) Miata Alternate Head

Thank you for your letter but this is not recommended. Permitting the '99+ head would create an engine & chassis combo that never existed from the factory. Additionally, the advantage this classification has is being permitted a full-prep chassis allowance, which the '99 Miata in EP does not have. This explains why they have the same weights, where one has a full-prep chassis, and the other is capable of slightly more power. Lastly, although sourcing pre-99 1.8L Miata heads might be more difficult than finding '99+ 1.8L Miata heads, it is by no means impossible, especially when compared to what many other Production racers go through to source desired and usable OEM parts for their cars.

FP

1. #37990 (TIM LINERUD) Alternate Carb for 1.8 VW Limited Prep

Thank you for your letter but this is not recommended. You can still run your dual Weber's in your car by running to the GTL-spec in FP. If you want to run in HP, then you need to convert to the HP spec line as it is now. There is no desire to add carburation to the HP 1.8L spec lines as that car never came with carbs and it is already a well-known and competitive spec line that doesn't need any adjustments. Lastly, the prior rule change that permitted carb-only vehicles to convert to fuel injection was done to allow those spec lines the ability to update to a more advanced method of fuel delivery and engine control.

HP

1. #38057 (Lee Fleming) MG Midget/Austin Healey Sprite 1275

Thank you for your letter, but this is not recommended currently. Multiple rule changes have occurred in recent years in an attempt to help this classification, by permitting both fuel injection and 12.0:1 compression, and to date no example has been prepped to fully exploit both of these allowances and then brought out and raced. It is not reasonable to now consider a weight break as well, in addition to these prior changes, when the impact of those changes is still not fully known.

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ST General

1. #38091 (Ethan Swindel) Rear Wing Measurements

Thank you for your letter. The rule is adequate as written.

STU

1. #38035 (David Mead) Addition of 3L BMW N54/N55 Turbo engine

Thank you for your letter. Without sufficient data we are not able to justify an adjustment. If the car comes, we would be happy to consider adjustments.

T2

1. #37969 (David Schaal) BMW M2 BoP

Thank you for your letter. The competition adjustment was based on the success of the M2 Club Sport that won the Runoffs using the purple power stick. The data collected at that race showed that the M2CS had a top speed within 1 mph of the Corvette. The data also showed that the BMW M2CS had best in class acceleration out of turn 3, Turn 5, and turn 14. We will continue to monitor the class.

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. #38050 (American Sedan Committee) MT 82 Transmissions for All Ford Cars

In GCR, Section 9.1.6.3.1.a., add the following:

"(Effective 6/1/25) The stock Ford Transmission MT82 may be used in any American Sedan Ford Car."

B-Spec

1. #37955 (B-Spec/C-Spec Committee) Update exhaust rules

In GCR, Section 9.1.10.E.25., change as follows:

~~"(Effective 6/1/25) 25. Only OE catalyst are permitted. The exhaust system downstream of the primary catalyst may be replaced provided:~~

~~A. Said replacement system retains the same original configuration, e.g., routing, single, dual, etc.~~

~~B. The system exits from the body in the same approximate location(s) as the original. When an original equipment single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.~~

~~C. The system meets all appropriate event-specific sound level requirements.~~

~~D. All oxygen sensors must be intact and in stock location.~~

~~E. Primary catalytic converter may not be modified in any way.~~

~~F. The Mazda 2, Fiat 500, 2007-10 Mini Cooper all may remove the primary cat/exhaust manifold to install their approved header. All oxygen sensors must be maintained. The original heat shields or heat wrap may be used to insulate the replacement header from objects they come close to.~~

25. OEM primary/upstream catalysts are required unless a vehicle's spec line has an approved header listed or is specifically permitted to remove the catalyst. The primary/upstream oxygen sensor must be installed and functional. Secondary oxygen sensors may be removed. The exhaust system downstream of the primary catalyst/approved header may be replaced provided the system retains the original routing and exits the body in the approximate location(s) as the OEM system. Single exhaust

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systems that are cosmetically split into dual outlets may use a single outlet. OEM heat shields and/or exhaust heat wrap may be used."

GCR

1. #35770 (Greg Amy) 9.4 Cage Regs Clarification

In GCR, Section D., change as follows:

"D. ROLL CAGE ATTACHING POINTS AND SIDE PROTECTION

1. *(Effective 6/1/25)* Improved Touring, Spec Miata, B-Spec, and C-Spec, ~~T2, T3 and T4 classes~~ –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of *through the six 9.4.A. required 6 points only, unless otherwise allowed.* ~~and a maximum of 8 points, maximum of 12 points for T2, T3 and T4, as specified in these rules. T2 and T3 only~~ –Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. ~~Seam welding is not permitted in T2, T3 and T4.~~

2. All other classes–There is no limit on cage attachment points. The roll cage must be integrated into the frame or chassis. *(Effective 6/1/25) T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the firewall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray"*

In GCR, Section 9.4.C.3. change the following:

"(Effective 6/1/25) Cars competing in Improved Touring, Spec Miata, Touring, B-Spec, and C-Spec may extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel."

In GCR, Section 9.4.D.4.d., change the following:

"Cars competing in Improved Touring, Spec Miata, T4, B-Spec, and C-Spec may *(Effective 6/1/25) additionally* extend one tube per side from the door bars down to the rocker panel."

In GCR, Section 9.4.D.6., add the following:

"(Effective 6/1/25) Cars competing in Improved Touring, Spec Miata, Touring, B-Spec, and C-Spec may additionally extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel."

2. #36813 (Fred Brinkel) 2.3.2 - Medical Fitness

In Medical Fitness of a Driver, GCR section 2.3.2.A, change as follows:

"3. Changes in Medical Condition *(Effective 5/1/25)*

a. When a driver experiences a change in their medical condition that could affect their fitness to participate, ~~they~~*the driver* must:

~~a.~~*1.* Notify the national office of the change in medical status.

~~b.~~*2.* Discontinue participation until examined and approved *in writing* by ~~their~~*a* physician.

€3. Submit a new completed and approved-for-competition medical form.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on-track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

b. If a driver seeks or receives medical attention during an event that in the opinion of the event Medical Officer may compromise the driver's on-track driving ability or create a potential safety concern, the Medical Officer must notify both the Safety Steward and the event Chief Steward.

- 1. The Chief Steward is empowered under GCR section 5.12.3.B.5 to prohibit the driver from competing in the event.*
- 2. The Safety Steward will inform the National Office in writing. Upon receipt, the SCCA Licensing Department will make contact to remind the driver of the obligations under GCR section 2.3.2.A.3.*

Examples of medical conditions that may affect a driver's fitness to participate are:

- pregnancy*
- cardio/pulmonary problems*
- neurological problems*
- heart attack or heart surgery*
- stroke*
- loss of consciousness*
- seizure*
- major surgery*
- cancer diagnosis*

c. If a driver experiences a change in medical condition during an event that could affect fitness to participate, the driver must immediately notify race officials and discontinue participation until examined and approved by a physician. Failure to notify race officials at the time of the event will result in a request for a physician's written approval prior to racing or an immediate suspension of license privileges pending further review."

3. #37674 (Bradley Davis) Video Retention

In Camera and Camera Mounts, GCR section 9.3.11, add a new section as follows:

"(Effective 6/1/25) C. Competitors must retain their forward-facing camera video and make it available if requested until the results for all of their run group sessions are deemed final, which could be after the event has ended."

4. #37961 (Joel Harleman) Requiring Transponder Use

In Timing and Scoring Systems, GCR section 5.10.3, add a new section as follows and re-letter the remaining sections accordingly:

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"(Effective 6/1/25) B. A working MyLaps Transponder system is required for all sanctioned event sessions unless the requirement is specifically exempted by the Event Supplemental Regulations."

General

1. #38231 (SCCA Staff) Championship Parity for Single-Race Event

In GCR, Section 3.7.2. Conference Championships, change as follows:

"(Effective 6/1/25) Each Conference will award Championships for each Majors-eligible class based on points earned in U.S. Majors Tour Conference and Super Tour races. A driver may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. If a single event is designated for multiple Conferences, points are scored in each Conference. The minimum number of U.S. Majors Tour races per Conference is 10 and the total may vary; a driver shall count the best 8 finishes in a conference for the class championship. In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship. Point standings are maintained by the SCCA National Office and posted at www.scca.com."

In GCR, 3.7.3. Super Tour Championship, change as follows:

"(Effective 6/1/25) Super Tour Championship Point Standings will be compiled for Super Tour event participants in each Runoffs-eligible class. A driver's best six points races in the same class count in the Super Tour Championship, regardless of the Conference in which the points were earned. In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship. Additionally, the National Championship Runoffs (in the same class) will count as a seventh scored race. Ties will be broken initially by Runoffs finishing position and then by 3.7.3.C, if needed."

STU

1. #37032 (Super Touring Committee) Alt differential housings

In GCR, Section 9.1.4.1.C. add the following:

"(Effective 6/1/25) 3. Front engine rear drive cars may use a Ford 8.8 IRS differential housing in place of the original housing. Rear subframes may be modified or replaced for fitment but cannot alter the mounting points of the rear suspension greater than what is allowed in 9.1.4.1.D."

2. #37991 (Eric Heinrich) Drivetrain Error Correction/Language Cleanup

In GCR, Section 9.1.4.L.6., change as follows:

"(Effective 6/1/2025) 6. Any limited-slip or locking differential is permitted"

T2-T4

1. #37997 (Touring Committee) Results of camber surveys.

The Touring Committee has surveyed the active membership regarding the proposal to change the camber limit in T2, T3 and T4. The original rule, setting the limit to 3.5 degrees, has been in effect as the classes evolved. As time goes on and production cars has become more complex, the average operating life of Touring cars has increased. Members are building cars and expecting them to last 10 years or more. The TAC believes that the 3.5-degree camber limit, much like bolt in roll cages, should be a thing of the past.

Survey Results-

The survey was a simple, containing 1 question: "Are you in favor of removing the camber limits in T2, T3 and T4? Yes or No." There were 130 respondents. A majority of respondents (73.85%, 96 people) were in favor of removing the limit. A minority of respondents (26.15%, 34 people) were not in favor of removing the limit. There were a variety of comments. Detractors

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mentioned; rules creep, performance parts cost, and effects to BOP. Proponents mentioned; increased tire life, and decreased long-term operating expense. With inaccuracies in tech, many members have expressed frustration with the buffer they needed to feel safe at tech inspection.

Interpretation-

By removing the camber limit, racers can find an optimal setting that prolongs the life cycle of the most expensive wear item on the car, the tires. In many cases, this optimal setting may be only a few tenths off of 3.5 degrees. The Touring rules already allow various means to achieve camber, including; eccentric bushings, eccentric bolts, slotted top hats, shims, and adjustable toe links. Some cars have individual spec line allowances if camber cannot be achieved. It is the intention of the Touring Committee to launch the new rule as of January 1, 2026. This provides ample time for members to request spec line allowances to adapt to the change. Remember, current camber-related allowances tend to be the most affordable and basic options available. Future allowances would follow this trend.

In GCR, Section 9.1.9.2.D.5.a. Suspension Adjustments, change as follows:

"1. T2-T4: **(Effective 01/01/2026)** ~~A maximum of 3.5 degrees of negative camber is allowed on front and rear suspensions.~~ Spec line part(s) may not be modified to increase caster and camber. Strut suspensions may adjust camber and caster by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjustment plates at the top of the strut mounting plate. If upper strut slotted adjustment plates are used, they shall be located on existing chassis structure, utilizing the unmodified manufacturer's original bolt holes and may not serve as reinforcement for that structure. Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower. On other forms of suspension, camber and caster adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable toe links with spherical bearings are permitted and may serve no purpose other than adjusting toe angle. Spherical bearings/bushings are not permitted in T2-T4 except for the specific examples listed in the class rules or vehicle spec line."

T4

1. #38077 (Touring Committee) Results of shock surveys

The Touring Committee recently sent out a survey to active Touring 4 participants regarding the proposal to remove the "non-adjustable" shock requirement in Touring 4. The survey asked one question; "Are you in favor of allowing non-remote reservoir, adjustable shocks in Touring 4". The intent of the rule was to keep cost and complexity low. Over time, the rule has had the opposite effect.

Survey Results-

Responses to the survey were in favor of removing the non-adjustable' requirement. Of the 64 responses, 43 people (67%) selected "Yes", while 21 people (33%) selected "No". There were 24 comments. Proponents mentioned increased availability and options, decreased development costs, and a better ability to compete with teams with bigger budgets. Detractors cited rules creep, cost to convert what they currently have, as well as unspecified "costs".

The TAC's interpretation of the results-

For the budget racer, the "non-adjustable" requirement severely limits available off-the-shelf (OTS) options. Commonly, custom shock hats and spring perches are needed to make a compliant shock work, adding to the expense. With the proposed change, budget racers should be able to buy a readily available OTS coilover kit, complete with top hats and spring perches. With some compliant springs, they're ready to race.

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Currently, the ultra-competitive T4 racers have been using custom made shocks or OTS shocks that were upgraded with custom internals. In these cases, the car was built with adjustable shocks, adjustments were perfected, then the adjusters were removed by a suspension shop. In this case, the “non-adjustable” requirement adds steps in the development process, adding to the cost and complexity. If you currently have access to custom shocks that are already optimized for T4 (ie. Penskes from Mazda Motorsports, or secret valving from professional teams) this R&D was done for you. Drivers using other spec lines have to do this R&D on their own to compete at the same level.

Conclusion-

By changing the “non-adjustable” requirement to “single-adjustable”, there were many more options for budget builders, and custom builders won’t need to perfect their shocks, then remove the adjuster. Drivers will also be able to make minor adjustments as the shocks age, prolonging their operational life. Remote reservoirs or multiple adjusters would significantly increase build cost and complexity and are not recommended.

In GCR Section 9.1.9.2.D.5.b.2., change as follows:

"The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted.

T4 only: ~~(Effective 01/01/2026) Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any non-adjustable or single-adjustable shock absorber is allowed. Adjustable shocks that are retrofitted into nonadjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered. Shocks must be installed in the original mounting locations. Remote reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion."~~

Taken Care Of

T1

1. #36631 (John Brown) Porsche 981 GT-4 Clubsport Info

Thank you for your letter. Please see letter #36664 in current Fastrack.

2. #37971 (Shane Brown) Request for Data Used to Justify T1 Line 1090 Weight Adjustments

Thank you for your letter. Please see letter #38092 in current Fastrack.

T2-T4

1. #37092 (Stephen Blethen) Removal of Camber Limits

Thank you for your letter. Please see letter #37997 for survey results and conclusions.

2. #37554 (Stephen Blethen) Open Camber Limit Rule Request

Thank you for your letter. Please see letter #37997 for survey results and conclusions.

3. #37882 (Oscar Jackson) Camber Rule and T4 Adjustable Shocks

Thank you for your letter. Please see letter #37997 for survey results and conclusions.

T4

1. #37740 (Gregg Campbell) Feedback on Proposed T4 Shock Adjuster Rule

Thank you for your letter. Please see letter #38077 for survey results and conclusions.

2. #37903 (Chris Braunlich) Opposed to Adjustable Shocks

Thank you for your letter. Please see letter #38077 for survey results and conclusions.

3. #37906 (Jonathan Lugod) Single Adjustables in T4

Thank you for your letter. See results of the shock survey in letter # 38077.

4. #37911 (Colin Koehler) Support for Rule Changes: Camber, Shocks

Thank you for your letter. Please see letter #38077 for survey results and conclusions.

What Do You Think

None

RESUMES

None.

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DATE: April 20, 2025

NUMBER: TB 25-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2025 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

AS

1. #38055 (American Sedan Committee) Errors and Omission

In AS Spec Lines, Ford Mustang GT 5.0I (15-17), Flat Plate Restrictor Size, change as follows:

"~~67mm~~64mm"

2. #38197 (Jim Clark) Request to Add LS1/LS6 Intakes for 5.3L Truck Engine EnO

In GCR, Section 9.1.6.F., add the following to Intake Part #'s:

"17113697, 19418185, 89017230, 89017363, 89017364, and 89017365, 12561269 and 88894095"

B-Spec/C-Spec

1. #37943 (B-Spec/C-Spec Committee) Correct Hyundai/Kia Model Years

In B-Spec Spec Lines, correct model years as follows:

"Hyundai Accent Hatchback (12-19~~7~~)"

"Kia Rio Hatchback (12-19~~5~~)"

2. #37974 (Caleb Patrie) 07-08 Honda Fit MT Requests

In B-SPEC Spec Lines, Honda Fit MT (07-08), change as follows:

Minimum weight: "~~2400~~2450"

Notes: "*OEM exhaust manifold required. Primary catalyst may be removed.*"

3. #38010 (B-Spec/C-Spec Committee) Add B14 Kit Part # to Honda Fit (07-08) Spec line

In B-SPEC Spec Lines, Honda Fit (07-08) MT, add to Notes the following:

"*Bilstein B14 kit 47172401 verified compatible.*"

In B-SPEC Spec Lines, Honda Fit (07-08) AT, add to Notes the following:

"*Bilstein B14 kit 47172401 verified compatible.*"

Electric Vehicle

None.

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Formula/Sports Racing

FF

1. #38251 (Anthony Stefanelli) Page 228, FF tire rule 9.1.1.10.e

In FF, GCR section 9.1.1.B.10.e, change as follows:

"Formula F shall be limited to the following tires (~~front tires may not be used as rears~~):

Dries:

Front - Hoosier R60A Radial 43322 or F1600 Radial 43321 185/60R13

Rear - Hoosier R60A Radial 43327 or F1600 Radial 43326 205/60R13

Wets:

Front - Hoosier Wet or W3 Radial 44421 185/60R13

Rear - Hoosier Wet or W3 Radial 44426 205/60R13

Alternatively, Formula F cars with rocker arm suspension (e.g., Swift DB1, 1987-90 Reynard) and/or outboard suspension on at least one chassis end may use the following tires:

Dries:

Front - Hoosier H43130 R60A 20.0 x 6.0-13 or H43164 R60A 20.5 x 7.0-13 bias ply slick

or

Hoosier 44165 135/545-13 VFF

Rear - Hoosier H43307 R60A 22.5 x 7.2-13 bias ply slick

or

Hoosier 44170 165/580-13 VFF

Wets:

Radial wets *or VFF tires* listed above

~~or~~

~~Front - Hoosier 44165 135/545-13 VFF~~

~~Rear - Hoosier 44170 165/580-13 VFF~~

Front tires may not be used as rears, and tires may not be mixed, i.e., radial tires may not be mixed with bias ply slick tires, bias ply slick tires may not be mixed with VFF tires, and radial tires may not be mixed with VFF tires."

P

1. #38150 (Club Racing Board) Add missing punctuation marks

In P Engine Table, Spec Line D notes, add the following:

"No restrictor required at 1150 lbs. minimum weight."

In P Engine Table, Spec Line G notes, add the following:

"Group CN non-composite chassis with Honda K20A-FD2 may use unrestricted individual throttle bodies at 1500 lbs. minimum weight."

In P Table 1, Beasley B2 spec line notes, add the following:

"Engine must be Mazda 12A rotary with 40.5mm venturi. Car must comply with all other Prototype requirements."

In P Table 1, P2 cars built to 2000cc auto-based specification spec line notes, add the following:

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"Car must comply with all other P2 rules applicable to cars using stock production-based four-cylinder automotive engines.

Note: Competitors are also free to modify their cars to comply with the general Prototype rules and Engine Table Spec Line H instead."

GCR

1. #37962 (Paul Gauzens) Memorializing/Codifying Prior CRB Rulings on Intent

In Off-Course Excursions (Track Limits), GCR section 6.11.3.A, add the following:

"Drivers are required to follow the pavement or marked course of the racing surface (Appendix A, Racing Surface). Drivers gaining an unfair advantage by placing four wheels beyond the designated racing surface may incur penalties. *Placing four wheels on the curbing would be beyond the designated racing surface.*"

In Refuse Awards, GCR section 3.6.4, change as follows:

"A driver may refuse all event/series awards *for an individual race, event, or entire series* by notifying the Race Director or Chief Steward before ~~his~~*the* race. ~~He~~*The driver* must meet all other GCR requirements, including impound. ~~He~~*The driver* may earn a lap record and, ~~provided he finishes, he~~ may receive license credit for the race *if scored as a race finisher.*"

2. #38015 (Greg Amy) E&O Window Net Verbiage

In Window Safety Nets, GCR section, 9.3.55, change as follows:

"Window safety nets ~~shall~~*must* be used on the driver's side window of all closed cars unless these are factory (OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets ~~shall~~*must* meet SFI Specification 27.1., and ~~shall~~*must* bear an "SFI Spec 27.1., Label" to that effect. Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (~~Note: Window nets need not be dated.~~) *Window nets do not time out irrespective of SFI expiration date.* The window net ~~shall~~*must* be equipped with a quick release device and when released it ~~shall~~*must* fall down, thus not having to be flipped up on the roof. Nets ~~shall~~*must* be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have *a* window net."

3. #38049 (Bev Heilicher) GCR 8.2 Hearings and Judgements - Clarification - Intent of Rule

In Hearings and Judgements, GCR section 8.2, change as follows:

"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include ~~3rd~~*third* parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to ~~hear, read, and view~~*review and consider* all evidence presented to the SOM, including but not limited to videos, but excepting therefrom the items subject to a mechanical protest (or photos/videos of said items). A party is entitled to view, but not receive, a copy of a video or photos obtained from another party or witness which is used by or presented to the SOM in said action. Personally Identifiable Information (PII) in witness statements or evidence presented will be redacted from the shared material. 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~~*that party.*"

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4. #38098 (Club Racing Board) Champion's provisional entry

In SCCA Runoffs, GCR section 3.7.4.A.2, add a new section as follows:

"e. Drivers in classes not invited to the Runoffs will not be permitted to use the defending champion's provisional entry in other classes."

5. #38207 (SCCA Staff) Optional Regional Class Approval and Availability

In Categories and Classes, GCR section 9.1, change as follows:

"All cars competing in SCCA sanctioned races must comply with the requirements of the GCR.

There are ~~3~~*three* types of SCCA classes.

A. U.S. Majors Tour Eligible Classes

U.S. Majors Tour Eligible classes are those listed below which are not designated "Regional Class(es) Only". *"* An exhibition class may be added to select Super Tour events with the approval of the Head of Road Racing.

B. Regional Classes

Regional classes are identified in the list below.

C. Optional Regional Classes

1. *(Effective 6/1/25)* Organizers may develop classes of cars to accommodate local demand and interest. Preparation rules must meet the General Technical Specifications *and be approved by the Road Racing Department. Approved Regional-only rulesets must be available on SCCA Region and/or Division websites or included in the event supplemental regulations.* ~~When changes are made in the local classes, and are approved by the Road Racing Department, it is the organizer's option to include these classes in events defined in 3.1.2."~~

General

None.

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Grand Touring

GT2

1. 37763 (Michael Quattlebaum) Closing the Gap to TA2 and 911 Cup

In GT2-ST Chevrolet Corvette Engine Table (-2013) and (14-19) (not to include (20-) to receive a 3mm increase in flat plate restrictor size as follows:

GT2-ST Chevrolet Corvette:

(2013-) "5665 ~~78~~**81**mm

LS2 5967 ~~80~~**83**mm

LS6 5967 ~~77~~**80**mm

6162 ~~77~~**80**mm

6162 ~~74~~**77**mm

6262 ~~71~~**74**mm

7011 ~~68~~**71**mm"

(14-19) "5665 ~~80~~**83**mm

LS2 5967 ~~80~~**83**mm

LS6 5967 ~~77~~**80**mm

6162 ~~77~~**80**mm

6162 ~~74~~**77**mm

6162 ~~71~~**74**mm

7011 ~~68~~**71**mm"

GT3

1. #38266 (Club Racing Board) Clarification of GT3U

In GCR 9.1.2.F.3.9., change as follows:

~~"All GT3U (Majors and Runoffs) cars shall run at current GT3 race weight plus 150lbs. All GT3U cars shall run one of the following tire and wheel combinations: A Dot approved tire with maximum section width of 245. GT3U cars base wheel is a maximum of 15"x9". "18"x9" wheels are allowed with a 3% weight addition. GT3 U cars utilizing 15"x7" wheels are limited to a section width of 225 with a 25 pound weight reduction.~~ **All GT3U (Majors and Runoffs) cars using up to 15"x7" wheels limited to 225 section width tires shall run at current GT3 race weight plus 225lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15"x9" wheels with a 1.5% weight addition or up to 18"x9" wheels with a 3.0% weight addition to the total weight including the 225 lbs."**

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GTX

1. #37972 (Paul Fairchild) Request to Classify Porsche GT2 RS Clubsport

In GTX, Classify Porsche GT2 RS Clubsport, as follows:

GTX					
Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
<i>Porsche</i>		<i>GT2 RS Clubsport</i>			<i>Must have factory specifications available at all race events</i>

Improved Touring

ITA

1. #38075 (Gabriel Rodriguez) 1998-2002 Honda Accord 2.3L

In ITA Spec Lines, classify Honda Accord LX/EX (98-02) as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Honda Accord LX/EX (98-02)</i>	<i>4 cyl SOHC</i>	<i>86x97 2254cc</i>	<i>2700</i>	

ITC

1. #37834 (Kristian Smith) Requesting Classification of Chevrolet Spark

In ITC Spec Lines, classify Chevrolet Spark (2016-2022) as follows:

ITC	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Chevrolet Spark (2016-2022)</i>	<i>SOHC</i>	<i>Bore 74.0 Stroke 81.3 1399cc</i>	<i>2216</i>	

ITS

1. #38112 (Mike Kenific) Add 2009 Mini Cooper S

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Mini Cooper S (09-10)</i>	<i>4 Cyl Turbo</i>	<i>77x85.8 1598cc 29mm TIR</i>	<i>2665</i>	

Legends Car

None.

Production

None.

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Spec Mazda

SM

1. #38005 (Greg Amy) Clarify Tire Marking Regs

In GCR Section 9.1.7.C.1.6.c., change as follows:

~~"1. A mandatory impound for all SMX competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound. SM cars are limited to one set of Hoosier SM 7.5 P205/50/ZR17 per Hoosier Super Tour event weekend for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked.~~

~~2. 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.~~ **A mandatory impound for all SM competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound.**

~~3. 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.~~ **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 discretion of the Hoosier Super Tour Series Tech Chief of SMX CCC the competitor may be allowed to substitute alternate used tires(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire."**

SMX

1. #38004 (Greg Amy) Clarify Tire Marking Regs

In GCR, Section 9.1.7.1.D.16.c., change as follows:

~~"1. 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.~~ **SMX cars are limited to one set of Toyo RR P235/40/ZR17 per Hoosier Super Tour event weekend for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked.**

~~2. 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.~~ **A mandatory impound for all SMX competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound.**

~~3. 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.~~ **If a competitor damages a tire or wheel and there is a safety concern, the competitor must**

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find the Hoosier Super Tour Series Tech Chief or SMX CCC, if assigned, for inspection. At the discretion of the Hoosier Super Tour Series Tech Chief of SMX CCC the competitor may be allowed to substitute alternate used tires(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire."

4. #38039 (Jason Fichter) SMX Data Submission Timeframe

RM 25-04 Please update the data acquisition timeframe in GCR section 9.1.7.1.D.20

"20. Data Acquisition

1. A technical evaluation process for cars is available. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within ~~30~~ **60** minutes of each timed session end, all competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline, or having non-functioning data, may be grounds for penalty or disqualification."

Super Production

None.

Super Touring

GT3U

1. #38268 (Club Racing Board) Table C: STU-GT3U Clarification

In STU Spec Line, Table C: STU-GT3U, change as follows:

Minimum Weight: "Current GT3 race weight plus ~~250~~**225** pounds"

Notes: "~~DOT approved tire with maximum section width of 245. GT3 cars base wheel is a maximum of 15"x9". 18"x9" wheels allowed with a 3% weight addition. GT3 cars utilizing 15"x7" wheels are limited to a maximum section width of 225 with a 25 pound weight reduction~~"

"All GT3U (Majors and Runoffs) cars using up to 15"x7" wheels limited to 225 section width tires shall run at current GT3 race weight plus 225lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15"x9" wheels with a 1.5% weight addition or up to 18"x9" wheels with a 3.0% weight addition to the total weight including the 225 lbs."

STL

1. #37945 (Greg Amy) E&O: SMX Allowance in STL

In STL Spec Lines, Table B, Mazda Spec MX5 Challenge, change as follows:

Minimum Weight: "~~2500~~**See 9.1.7.1.**"

Notes: "~~Mazda MX5 Challenge car must utilize the following components: Roush CNC cylinder head 0000-01-5300, Mahle standard or +0.005 0000-01-5310, OEM camshaft, 11:1 compression ratio, header 0000-06-5407-NC, exhaust 0000-06-5427-NC, cold air intake 0000-06-5150-KT, ECU flash 0000-01-5379, Pagid front brake pads 0000-03-5104-SP or endurance pads 0000-03-5104-EN, Pagid rear brake pads 0000-03-5114-SP or endurance pads 0000-03-5114-EN, Penske front shock 0000-04-5291-SA, Penske rear shock 0000-04-5292-SA, Penske rear mount kit 0000-04-5358, Front mount kit 0000-04-5359, Front offset bushing 0000-04-5407-NC, Eibach front springs 0000-04-9700-08, Eibach rear springs 0000-04-9400-07, Eibach helper springs 0000-04-9926, Eibach front sway bar 0000-04-5306-FT, Eibach rear sway bar 0000-04-5306-RR, Interior finish panels 0000-07-5822, C&R radiator/oil cooler assembly 0000-01-5504-CR, Oil cooler adapter and lines 0000-01-5511-KT, 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~~

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17x7 wheels per STL rules. No other Super Touring modifications or allowances permitted except as noted in this spec line. *Must conform completely to GCR 9.1.7.1, except alternative tires (only) per STL regs allowed.*

STU

1. #38018 (David Fiorelli) Wheel Size Inconsistency

In GCR, Section 9.1.4.1.F.1., change as follows:

"Wheels may not exceed 18 inches in diameter, ~~or 8.0 inches in width for vehicles 2950 lbs. and under minimum allowed race weight. Vehicles over 2850 minimum allowed race weight may use a 9 inch wide wheel.~~ *Cars equal to or less than 2,850 lbs. minimum allowed race weight may not use wheels wider than 8 inches. Cars greater than 2,850 lbs. minimum allowed race weight may not use wheels wider than 9 inches.*"

Touring

T1

1. #36664 (John Brown) Acceptance of Porsche 981 GT4 Clubsport into T1

In T1-GT4 Spec Lines, classify Porsche 981 GT4 Clubsport as follows:

T1 – GT4						
Make & Model	Spec Line Number	Tire Size (max)	Min. Weight with driver (LBS)	Must Conform To	Performance Control	Chassis Notes
<i>Porsche 981 GT4 Clubsport</i>	<i>4085</i>	<i>265 DOT, 265/645 (f) 305/680 (r) Non-DOT</i>	<i>3100</i>	<i>SRO Homologation # NAT-GT4-024</i>		

2. #37644 (David Mead) Request to Restore T1 Honda S2000 to Proper Weights

In T1 Spec Lines, Honda S2000, Spec Line 1530, change as follows:

Minimum Weight: "~~2950~~*2900*"

Chassis Notes: "*This spec line is set to expire as of 12/31/2025 if not represented in Majors competition in 2025.*"

3. #37964 (Matt Spicuzzi) DCT Transmission in E46

In T1 Spec Lines, BMW E46 M3, add to Chassis Notes the following:

SL# 1060: "*BMW #GS7D36SG transmission permitted as an aftermarket sequential option.*"

SL# 1070: "*BMW #GS7D36SG transmission permitted as an aftermarket sequential option.*"

4. #38092 (Shane Brown) Reduce E92 M3 Minimum Weight to 3050

In T1 Spec Lines, BMW M3 E92 (08-13), Spec Line 1100, change Min. Weight as follows:

~~3350~~*3300*"

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5. #38106 (Touring Committee) Finalize Spec Line for T1 Darkhorse

In T1 Spec Lines, Mustang Darkhorse R (Mustang Challenge) Spec Line- 4119, change as follows:

Tire size: "~~305~~ **315** (f) 315(r)"

Performance Control: "~~TBD~~"

Min. Weight with driver (LBS): "~~10.5 (f) 11 (r)~~ **3600**"

Chassis Notes: "Must conform to Mustang Challenge Rules. *Tires conforming to Mustang Challenge rules are permitted.* **This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.**"

T2

1. #37490 (Joe Aquilante) C6 T-2 Corvette 6 Liter Engine Restrictor

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), Required Restrictor, change as follows:

LS2: "~~63mm~~ **67mm** FPR"

2. #38014 (Zachary Hayward) 370Z Mid link Replacement for True Coil Overs and OEM Wheel Size

In T2 Spec Lines, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change as follows:

Max Wheel Size: "19 x ~~19~~ **10.5**"

Notes: "5300S-SS370 T-2 spring kit allowed; 54600-SS370 Sway Bars allowed 35mm (f). 29mm (r) Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Performance Alternative Header permitted. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34 or Nismo 551A0-RLLRZ, , SPL rear traction arms #SPL RTR Z34, or Nismo 55110-RTRRZ SPL front camber arms #SPL FUA Z34, or 54525-FUAZ4 SPL rear mid link #SPL RML Z34 or Nismo 551B0-RMLZ4. *SPL Part# SPL RTA Z34D or NISMO Part# 551B0-RTARZ permitted.* Zspeed and Z1 alternative clutch slave permitted. The following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear."

3. #38210 (Touring Committee) T2 Cadillac tire

In T2 Spec Lines, CT4-V Blackwing (2022-), change Tire Size Max as follows:

"~~295~~ **315**"

T3

1. #38061 (Scotty B White) S550 Mustang

In T3 Spec Lines Ford Mustang V6 (15-17), change as follows:

Weight: "~~3400~~ **3350**"

Notes: "Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track/ Performance Package parts permitted. Optional: 6 speed automatic transmission (with paddle shifters). Sway bars allowed up to 38mm (F) 28mm (R). Ford Motorsports 6-piston M2300V 380mm brake kit allowed ~~with +50lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed.~~ Cold air intake permitted."

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2. #38204 (Touring Committee) correct letter 37421

In T3 Spec Lines, BMW Spec E46, change Notes as follows:

"Must conform to all SpecE46 rules ~~Version 2.10. Version 1.1 dated Jan. 6, 2025.~~ *Version 3.0.*"

T4

1. #38041 (David Mead) Correct Ring and Pinion Ratio to T3, Sorry I Mean T4 3.7 V6 Stang

In T4 Spec Lines, Ford Mustang V6 (05-14), add to Notes the following:

"GT 8.8 rear axle assembly allowed. 3.45 or 3.55 final drive ratio allowed. 7.5 rear axle assembly with 3.45:1 final drive allowed."

2. #38058 (Scotty B White) T4 Mustang

In T4 Spec Lines, Ford Mustang V6 (05-14), add to Notes as follows:

"OEM style rear deck spoiler similar to Laguna/CS packages permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Matt Horst vs. SOM COA Ref. No. 25-06-SE April 16, 2025

FACTS IN BRIEF

On March 8, 2025, following Race 1 for Group 3, Spec Racer Ford 3 (SRF3), at the Hoosier Racing Tire SCCA Super Tour held at Michelin Raceway Road Atlanta, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of contact which caused SRF3 #41, driven by Matt Horst, to spin and go off course at Turn 10A.

The Stewards of the Meeting (SOM), George DeLong, Eric Zanner, and Mike Smith (Chairman) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Horst violated General Competition Rules (GCR) 6.11.1.A., B., and C. (Rules of the Road) by failing to avoid physical contact and depriving Peyton Long, driver of SRF3 #52, of racing room. The SOM penalized Mr. Horst with probation for three race weekends which incurred three penalty points on his competition license.

Mr. Horst appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Lee Hill, Jack Kish, and Costa Dunias, (Chairman) met on April 3, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Matt Horst, submitted March 18, 2025.
2. Photos of Car #41 and video from James Goughary's Car #68, received on March 26, 2025.
3. Race broadcast links for March 8 & 9, received March 26, 2025.
4. Official Observers Report and related documents and videos, received March 26, 2025.

FINDINGS

In his appeal, Mr. Horst asserted two cars frequently race through left-hand Turn 10A side-by-side, but never three. He furnished time stamps in the broadcast video to substantiate his assertion. He also stated that Vaughn Mishko, driving SRF3 #101, took a far left path into Turn 10A, while Mr. Long (SRF3 #52) was in the middle and Mr. Horst in SRF3 #41 was on the outside. Mr. Horst claimed Car #101 was unlikely to be able to stay inside and was going to hit somebody.

The SOM interviewed all drivers and reviewed their in-car videos. Mr. Horst's video was corrupt and not viewable. They also viewed video from SRF3 #29, driven by John Greene, which immediately followed the three cars and had an excellent view of those in front of him. The SOM found the three cars were aligned at the turn-in point with Car #101 on the inside left, Car #52 in the middle, and Car #41 to the right. The SOM found SRF3 #52 was tapped lightly by SRF3 #101 as the cars entered the turn, but the contact did not cause it to alter its line. Mr. Horst, on the outside, took a line that did not use the full width of the turn.

In his witness statement, Mr. Horst affirmed he was aware a group of cars were drafting to the turn together as he was in the lead. He stated he gave space into the entrance of the turn and in the middle of the corner he was bumped from the rear.

The COA reviewed the videos submitted by the SOM and the new video evidence from SRF3 #68 submitted by Mr. Horst, as well as the documentation provided by the SOM, including witness statements and all other evidence.

The COA finds GCR 6.11.1.A., B., and C. plainly stipulate each driver is to maintain control of his/her car and leave room for others, so they do not come into contact under close racing conditions. The COA finds Mr. Horst violated GCR 6.11.1.A., B., and C. by moving to center track mid-way through the turn resulting in physical contact. The COA acknowledges there were possible mitigating circumstances due to contact between the other two drivers and Mr. Long's inability to move further left but finds insufficient new evidence to overturn the SOM decision.

The SOM made a thoughtful and reasoned decision based on the testimony and video evidence and the penalties assessed are within the purview of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Horst's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | May 6, 2025

The Club Racing Board met by teleconference on May 6, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Eric Prill, Chief Operations Officer, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

GCR

1. #38056 (Jill Urso) Discriminatory Language Against Women

Thank you for your letter. The SCCA understands and is addressing your concerns. Please see SCCA President Mike Cobb's statement on this issue published 4/2/25 in SportsCar News: [Update: Welcoming Environment Language and SCCA Rules - Sports Car Club of America](#).

No Action Required

AS

1. #38038 (Michael Kamalian) Replacement Rear Caliper Option for 2018-2023 Mustang

Thank you for your request. The ASAC will consider for 2026.

2. #38060 (Scotty B White) S550 RP Mustang

Thank you for your suggestion, The CRB/ASAC plans to develop this and implement it for 2026.

B-Spec

1. #38137 (Peter Zekert) Honda Fit MT (09-14) Cold Air Intake

Thank you for your letter. The BSAC chose to make this change to the 09-14 MT Honda Fit's spec line for several reasons. B-Spec's class philosophy is largely based around commercially available parts that are installed onto vehicles without modifications. While the wording allowing "any manufacturer" of an intake was intended to give competitors multiple options to purchase an intake from multiple sources, some competitors chose to interpret this language a step beyond that intention and began building/dyno testing intakes of their own design.

This type of tuning and building of parts is not within the class philosophy of B-Spec. There are numerous categories within the club available for those who want to test/develop parts for their own vehicles, but B-Spec is not one of them. Having homemade or "custom" parts installed on vehicles also makes managing BOP more difficult as it creates multiple configurations of the same vehicle.

While the BSAC agrees that listing multiple intakes on the same spec line is not the cleanest solution, it was the best middle ground we could take to walk this rule back to meet class philosophy while not forcing competitors to buy another commercially available intake if theirs was not approved.

When the BSAC selected the three intakes that landed on the approved list, we selected part numbers that were currently commercially available at the time of the rule change. Competitors may submit a part # for approval if they have an intake already installed that is still commercially available that we missed in that process.

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General

1. #38379 (Anthony Stefanelli) I support letter 38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

2. #38380 (David Gomberg) Support for Letter #38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

3. #38381 (John Nesbitt) Support for Letter #38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

4. #38382 (Dean Fehribach) In Support of Letter #38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

5. #38384 (Barry Shelton) Support letter # 38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

6. #38391 (Gabe Fehribach) Support for Letter #38377

Thank you for your letter. Please see the response to letter #38377 in this Fastrack.

T2

1. #38066 (Scotty B White) Blackwing Cadillac

Thank you for your letter. The committee classed this car in T2 under certain conditions, as defined during a negotiation with the car's engineers. They were willing to forgo performance springs and shocks in order to be allowed to run without a restrictor. The engineers suggested they are not capable of engineering a restrictor method that would be workable. The members of the TAC are committed to standing behind this agreement.

2. #38101 (Harley Kaplan) Let's Make T2 Great Again

Thank you for your letter. We will continue to monitor the class. Please bring the car out and help provide data.

Not Recommended

AS

1. #38076 (Alex Lozano) Cadillac CTS-V Weight Change BOP

Thank you for your request. With the currently available data this car is correctly classed. The CRB/ASAC recommends you attend an event in 2025 that will include data collection for all AS cars. This ASAC plans to list all events that will have data collection soon on the Facebook page.

B-Spec

1. #38117 (Caleb Patrie) Allow Shock Limiting Straps

Thank you for your letter. The BSAC does not recommend this change due to unintended consequences such as a competitor using the straps to preload their rear springs and increasing rear spring rate. Helper springs are permitted in B/C-Spec for the purpose requested in this letter.

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2. #38186 (Peter Zekert) Add to approved CAI list for 09-14 Honda Fit

Thank you for your letter. Though the BSAC will consider adding commercially available intakes to the approved list we could not find a commercial listing online for this air intake. "Homemade" air intakes will not be considered for approval.

General

1. #38377 (Peter Olivola) Change Requests

Thank you for your letter. The Club Racing Board does not recommend this change. CRB letter responses published in Fastrack identify the writer making the request and normally disclose the nature of the writer's request in the title of the letter. In many instances, however, the specific information or data submitted by a writer is intended to be confidential and is not meant to be shared with other competitors. Requiring publication of the contents of all letters and documents submitted through the Letter Log System would have a chilling effect and would dissuade members from providing the most comprehensive information and data available. In addition, the CRB and its advisory committees typically receive more than 100 letters per month, some of which are many paragraphs long and often include attachments, and therefore it is impossible to publish the contents of each letter submitted, even without the confidentiality issues described above. Also, awaiting other members' feedback in response to a writer's request would neither reduce the volume of letters received nor lessen the advisory committees' review time and would in fact increase the time required for the CRB to render decisions. Members are free to submit letters and data through the Letter Log System if they believe the CRB did not receive accurate or complete information from a writer or otherwise reached an incorrect result. Finally, in addressing the concerns expressed in letters submitted through the Letter Log System, the CRB does its best to publish responses that make clear what was requested and to the greatest extent possible provide the rationale for its decisions.

GT2

1. #37144 (Terry Gilles) LS3 Limited Prep

Thank you for your letter. Car is permitted in GTX, but not allowed in GT2 due to class philosophy.

SM

1. #37460 (Marc Cefalo) Steering Rack Bushings

Thank you for your letter. At this time we do not see opening up steering rack bushings as it may cause a perception that it is a needed upgrade costing the racers money for a perceived benefit. Steering racks are very much available on the open market for very reasonable money if a competitor damages their steering rack bushings beyond repair.

2. #38151 (JP DeRonne) Lexan Rear Window with Weight Penalty

Thank you for your letter. Hardtop replacement glass is available through Mazda Motorsports with and without defrost. The non-defrost version is available for under \$290.00. Replacement glass with defrost is part # NB40-63-941D and without defrost is part # NA01-63-931C.

SMX5

1. #38104 (Benjamin Merwin) Data Acquisition Proposal

Thank you for your letter. SMAC, AIM and the SCCA technical staff are working on a better long-term technology solution to the data submission requirement for SMX.

Submitting data to AIM/SCCA has significant advantages to the competitors and was one of the key founding principles of the class. While in some rare circumstances it can be challenging to submit your data on time the alternative is more invasive mechanical technical inspections that will take more effort and time than uploading a data file.

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This data has also been extremely helpful for AIM to proactively communicate with competitors on vehicle health and performance issues they may not have known about.

Technical compliance through data is something imperative to the future success of the class. The most recent rule change effective 6/1/25 calls for data to be submitted within 60 minutes from checkered flag time which we believe is reasonable while we sort out some new technology that will either allow the competitor to download and submit data from an app, or SCCA actively pulls the data for the competitor wirelessly in impound.

2. #38136 (Paul Gauzens) Clarify SMX Wording in 9.1.7.1.D.20

Thank you for your letter. SMAC, AIM and the SCCA technical staff are working on a better long-term technology solution to the data submission requirement for SMX.

Submitting data to AIM/SCCA has significant advantages to the competitors and was one of the key founding principles of the class. While in some rare circumstances it can be challenging to submit your data on time the alternative is more invasive mechanical technical inspections that will take more effort and time than uploading a data file.

This data has also been extremely helpful for AIM to proactively communicate with competitors on vehicle health and performance issues they may not have known about.

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3. #38241 (Paul Gauzens) SMX AiM Data Penalties

Thank you for your letter. SMAC, AIM and the SCCA technical staff are working on a better long-term technology solution to the data submission requirement for SMX.

Submitting data to AIM/SCCA has significant advantages to the competitors and was one of the key founding principles of the class. While in some rare circumstances it can be challenging to submit your data on time the alternative is more invasive mechanical technical inspections that will take more effort and time than uploading a data file.

This data has also been extremely helpful for AIM to proactively communicate with competitors on vehicle health and performance issues they may not have known about.

Technical compliance through data is something imperative to the future success of the class. The most recent rule change effective 6/1/25 calls for data to be submitted within 60 minutes from checkered flag time which we believe is reasonable while we sort out some new technology that will either allow the competitor to download and submit data from an app, or SCCA actively pulls the data for the competitor wirelessly in impound.

4. #38249 (Greg Amy) SMX Penalty, GCR 9.1.7.1.D.20

Thank you for your letter. Your concerns have been addressed in other existing letters.

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T1

1. #38281 (Andrew Aquilante) Request to Remove Restrictor From Spec line #1460

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

T2

1. #38293 (John Heinrich) May 2025 Preliminaries Objection to C6 Corvette Restrictor Size

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

T2-T4

1. #38131 (David Mead) Request to Allow Battery Relocation in T2-T4 Cars

Thank you for your letter. The Committee does not wish to recommend this change at this time.

T4

1. #37394 (Oscar Jackson) Request to Move Honda S2000 to T4

Thank you for your letter. The S2000 is capable of competing in T3.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

GCR

1. #38221 (SCCA Staff) Updated Drone Language

In Unmanned Aircraft Systems, GCR section 2.2.6, change as follows:

(Effective 6-1-2025) "Subject to local venue rules and regulations and approval from the event organizer, federal (FAA), state, and local laws, the rules imposed by the venue, and the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as the event organizer), Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must provide proof of FAA certification and must provide a certificate of insurance (COI) evidencing \$105M of primary liability insurance naming SCCA and the Race Track venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 of the Code of Federal Regulations, Part 107, including those addressing proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents."

T2-T4

1. #37476 (Touring Committee) Spec Line Info for Electric Touring

In GCR, Section 9.1.9.3.F.7.a., change as follows:

"All wheels shall be of the diameter and rim width combination as originally offered by the OEM (including optional equipment) for the year(s), make, model and trim level(s) of the car as listed on the specification line. Unless noted in the vehicle's spec line, wheel size and tire size are not restricted as long as they fit within unmodified OEM body work. It is permissible to roll the inner fender lip to prevent rubbing."

In GCR, Section 9.1.9.3.F.7.d., delete in its entirety and reletter:

"Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground."

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In T2 Touring ET Spec Lines, classify the following EV cars as follows:

T2 ET	Motor	Required Restriction	Max Wheel Size (Inches)	Tire Size (Max)	Brakes	Weight in lbs	Notes
BMW eDrive35 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	4855	
BMW eDrive40 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	4855	
BMW xDrive40 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	5144	
BMW M50 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	5193	
Chevrolet Bolt 1LT 2017-2023	Single motor, FWD		Largest that will fit without body modifications	Largest that will fit without body modifications	11.0" Disc (F), 10.0" Disc (R)	3764	
2017 - 2023	Single motor, FWD		Largest that will fit without body modifications	Largest that will fit without body modifications	11.0" Disc (F), 10.0" Disc (R)	3799	
Ford Mach E Select (RWD) 2021 -	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.2" Disc (F), 12.4" Disc (R)	4569	
Ford Mach E Select (AWD) 2021-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.2" Disc (F), 12.4" Disc (R)	4762	
Ford Mach E Premium (RWD) 2021-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.2" Disc (F), 12.4" Disc (R)	4569	
Ford Mach E Premium (AWD) 2021-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.2" Disc (F), 12.4" Disc (R)	5095	
Ford Mach E GT (AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	15.2" Disc (F), 12.4" Disc (R)	5095	
Hyundai Ioniq 5 SE (RWD) 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4430	
Hyundai Ioniq 5 SE (AWD) 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4694	
Hyundai Ioniq 5 SEL (RWD) 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4472	
Hyundai Ioniq 5 SEL (AWD) 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4721	
Hyundai Ioniq 5 Limited (RWD) 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4644	
Hyundai Ioniq 5 Limited (AWD) 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4893	
Volkswagen ID4 S(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4586	

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Volkswagen ID4 Pro (RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4776	
Volkswagen ID4 Pro (AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	4999	
Volkswagen ID4 Pro S(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4869	
Volkswagen ID4 Pro S(AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	5082	
Volkswagen ID4 Pro S Plus(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4869	
Volkswagen ID4 Pro S Plus(AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	5082	
Tesla Model 3 RWD 2017-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4037	
Tesla Model 3 Long Range RWD 2017-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4066	
Tesla Model 3 Long Range AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4209	
Tesla Model 3 Performance AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 13.2" Disc (R)	4229	
Tesla Model S AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	15.0" Disc (F), 14.4" Disc (R)	4735	
Tesla Model S Plaid AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	15.0" Disc (F), 14.4" Disc (R)	4951	
Tesla Model X AWD 2016-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 14.4" Disc (R)	5423	
Tesla Model X Plaid AWD 2016-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 14.4" Disc (R)	5323	
Tesla Model Y Long Range RWD 2020-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 13.2" Disc (R)	4329	
Tesla Model Y Long Range AWD 2020-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 13.2" Disc (R)	4538	
Tesla Model Y Performance AWD 2020-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 13.2" Disc (R)	4573	

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Taken Care Of

GCR

1. #38062 (Amy Houseal) Use Inclusive Pronouns in Official Documentation & Media
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

2. #38063 (Jennifer Merideth) Pronouns in the GCR
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

3. #38064 (Tom O'Gorman) Uninclusive Language Updates
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

4. #38065 (Christopher Vanderwolk) Do Not Make the SCCA Less Inclusive.
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

5. #38067 (Paula Taylor) You Know What This is About...
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

6. #38068 (Korry Berger) Verbiage Revision in Recent Fastrack
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

7. #38069 (Corey Phillips) Just Use Driver - It Really is That Simple
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

8. #38072 (Emily Bishop) April GCR Changes/ Section 2.3.2
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

9. #38074 (Eric Nordquist) Cause of changing generic pronouns to
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

10. #38084 (Mark Andy) Use Gender Inclusive Words
Thank you for your letter. Please see the response to letter #38056 in this Fastrack.

GT3

1. #37636 (Joseph Steinman) 12/11/24- Racing Memo RM 24-09 GT3 Regional Class, GT3U Majors R
Thank you for your letter. Please see letter # 38268 in May 2025 Fastrack.

GT3U

1. #38024 (Warren Montague) Competition Adjustments
Thank you for your letter. Please see letter # 38268 in May 2025 Fastrack.

2. #38114 (Chris Edens) Wheel Size Clarification
Thank you for your letter. Please see letter # 38268 in May 2025 Fastrack.

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T2

1. #38102 (Harley Kaplan) Error in My Letter

Thank you for your letter. Please see letter 38101 in current Fastrack.

2. #38140 (John Heinricy) T2 Cadillac Blackwing Tire Size

Thank you for your letter. Please see letter #38210 in May Fastrack.

3. #38246 (Aaron Kaplan) BMW M2 CSR Power Level

Thank you for your letter. In letter 37969 in the May Fastrack, we explained that the writer's information was not correct. The change made to the spec line was based on performance and data from the M2CSR that won the Runoffs in 2024.

What Do You Think

None.

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DATE: May 20, 2025

NUMBER: TB 25-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2025 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

AS

1. #38234 (American Sedan Committee) Errors and Omissions

In AS Spec Lines, Ford Mustang GT (05-14) with Restricted Prep Engine, add to Gear Ratios the following:

"or 3.66, 2.43, 1.69, 1.32, 1.00, .65"

B-Spec/C-Spec

1. #37537 (B-Spec/C-Spec Committee) Add Sedan spec lines for Hyundai & Kia

In B-SPEC Spec Lines, classify Hyundai Accent Sedan (12-17) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Restrictor (mm) & Type	Notes:
<i>Hyundai Accent Sedan (12-17)</i>	<i>77.0 x 85.44 1591</i>	<i>3.76, 2.04, 1.28, 1.03, 0.89, 0.77</i>	<i>(F) 10.1 (R) 9.9 drum or 10.3 disc</i>	<i>(F) 10.1 (R) 9.9 drum or 10.3 disc</i>	<i>2525</i>	<i>40 FPR</i>	<i>Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1. Bilstein B8 shock 33-187112 approved for use in rear suspension.</i>

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In B-SPEC Spec Lines, classify Kia Rio Sedan (12-17) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Restrictor (mm) & Type	Notes:
<i>Kia Rio Sedan (12-17)</i>	<i>77.0 x 85.44 1591</i>	<i>3.76, 2.04, 1.28, 1.03, 0.89, 0.77</i>	<i>(F) 10.1 (R) 10.3 disc</i>	<i>(F) 10.1 (R) 10.3 disc</i>	<i>2525</i>	<i>40 FPR</i>	<i>Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KJSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR- B1. Bilstein B8 shock 33-187112 approved for use in rear suspension.</i>

2. #38048 (Eric Yagel) Shifter Bushing Questions.

In B-SPEC Spec Lines, Honda Fit MT (09-14) add to Notes the following:

"Allow Acuity Shifter Base Bushing Kit 1954."

3. #38306 (B-Spec/C-Spec Committee) Add Weapon R Intake to Honda Fit MT (09-14) Spec Line

In B-SPEC Spec Lines, Honda Fit AT (09-14), add to Notes the following:

"Weapon R Intake 301-166-301"

4. #38307 (B-Spec/C-Spec Committee) Update Rule 46

In GCR, Section 9.1.10.E.46. change as follows:

"Aftermarket shift knobs are allowed and shift levers may be bent or extended, however the shift linkage/cables must remain stock and may not be modified in any way. *Approved aftermarket shift linkage bushings are permitted.*"

Electric Vehicle

None.

Formula/Sports Racing

None.

GCR

1. #38222 (SCCA Staff) E&O Edit to Appendix B

In Required Contents of Supplemental Regulations, Appendix B, GCR section 1.4.1.H, change as follows:

"The names of the Chief Steward and Chairman SOM. For U.S. Major *Super* Tour events, add the Race Director and the Series Administrator."

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General

None.

Grand Touring

GTX

1. #38164 (Bart Wolf) Ligier P3 LS Swap

In GTX Spec Lines, GTX-MISC., Ligier, LMP3, 3.0L, Add to Notes the following:

"Allow any normally aspirated LS Chevrolet engine may be used."

Improved Touring

None.

Legends Car

None.

Production

1. #38255 (Matthew Brannon) Base Weight Adjustment for H-Production X1/9 Spec Lines

In HP Spec Lines, change Weight as follows:

Fiat X-1/9 & Bertone 1500: "~~1790~~**1740** *~~1835~~**1784** **~~1880~~**1827**"

Fiat X-1/9 1300: "~~1650~~**1600** *~~1691~~**1640** **~~1733~~**1680**"

Fiat X-1/9 1300: "~~2060~~**2010**"

Fiat X-1/9 1500: "~~1950~~**1900**"

Spec Mazda (SM/SMX)

1. #38248 (Kathy Barnes) SMX Data Submission - Penalties

In GCR, Section 9.1.7.1.23 add new level 5 infraction as follows:

Level: "**5**"

Infraction: "*Failure to successfully submit (received by data@specmx-5.com) data acquisition file to data@specmx-5 per the timeframes outlined in GCR section 9.1.7.1.20.*"

Penalty: "*May suspend the driver (i.e. suspend) of the Spec MX-5 that failed to submit data on time or at all from competing in SCCA events for the 3 months following the suspension.*"

A level 5 infraction may carry a \$250.00 fine."

2. #38337 (Spec Mazda (SM/SMX) Committee) SMX Penalty Clarification updated language

In GCR, Section 9.1.7.1.23. change as follows:

Rename as follows: "~~Penalties Clarification—Non-Compliant Parts~~**SMX Penalty Guidelines**"

Change the Penalty language for level 1 to the following: "A level 1 infraction ~~carries~~ **may carry** a \$1,000 fine."

Change the penalty language for level 2 to the following: "A level 2 infraction ~~carries~~ **may carry** a \$500 fine."

Change the penalty language for level 3 to the following: "A level 3 infraction ~~carries~~ **may carry** a \$1,000 fine."

Change the penalty language for level 4 to the following: "A level 4 infraction ~~carries~~ **may carry** a \$500 fine."

Super Production

None.

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Super Touring

None.

Touring

T4

1. #38059 (Scotty B White) T4 Mustang

In T4 Spec Lines, Ford Mustang V6 (05-14), change as follows:

Final Drive: "3.45 *or 3.31*"

"Weight: "~~3400~~*3300*"

2. #38216 (Benjamin Bunk) SSC tire allowance

In T4 Spec Lines, Scion FR-S Solo Spec Coupe (13-16), change Notes as follows:

"Any 200TW 225/45/17 *or 215/45/17* DOT tire permitted."

In T4 Spec Lines, Subaru BRZ Solo® Spec Coupe (13-16), change Notes as follows:

"Any 200TW 225/45/17 *or 215/45/17* DOT tire permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Stan Kujanski vs. SOM COA Ref. No. 25-07-SE May 07, 2025

FACTS IN BRIEF

On April 6, 2025, following Race 2 for Group 3, Spec MX-5 (SMX), at the Hoosier Racing Tire SCCA Super Tour held at Virginia International Raceway, Race Director Kathy Barnes filed a Chief Steward's Action (CSA) against Matthew Novak, driver of SMX #11, citing violation of GCR 9.1.7.1.D.20.1. (Data Acquisition) for failure to submit data within the required time frame. Mr. Novak was penalized three positions in class for the violation. Because the CSA was related to a post-race technical infraction, no penalty points were assessed. Stan Kujanski, entrant for SMX #11 and others, protested the Race Director on behalf of Mr. Novak.

The Stewards of the Meeting (SOM) Tom Kirchman and Chris Current (Chairman) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Novak violated GCR 9.1.7.1.D.20.1. and the penalty assessed was within the purview of the Race Director. The SOM disallowed Mr. Kujanski's protest and he subsequently appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Bev Heilicher, Jack Kish, and Laurie Sheppard, (Chairman) met on May 1, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Stan Kujanski, submitted April 18, 2025.
2. Official Observer's Report and related documents, received April 23, 2025.
3. Email from Chris Current (CSOM), received April 24, 2025.

FINDINGS

In his appeal, Mr. Kujanski acknowledged the team's submission of data was not within the required time limit. His appeal is against the penalty assessed, arguing that any penalty affecting the results of the competition unfairly penalizes a driver who finishes well over a less successful driver due to loss of potential contingency payments and series points. He also asserted the primary method by which data is to be submitted is problematic due to inadequate internet capability at many tracks. Finally, he suggested the penalties for this and similar infractions should be standardized, rather than leaving it up to an individual to select from several options.

The SOM reviewed Mr. Kujanski's detailed protest and considered all aspects thereof. They also interviewed Race Director Barnes to ascertain her methods and decision-making process. The SOM disallowed the protest after confirming the infraction occurred and the Race Director adhered to the GCR in administering the penalty.

Mr. Kujanski's appeal closely mirrored his protest. His argument was: "the penalty...unilaterally applied to all 3 competitors in violation of the rule, does not unilaterally punish all 3 competitors equally" because it affects the awards and other recognition commensurate with their original finishing positions. He argued a non-competition-based penalty would be more equitable.

The data upload is an indirect verification of vehicle configuration indicating performance equality and compliance. The time limit for delivering the data is intended to reduce the possibility of a competitor or team illegally modifying or falsifying their data. A failure to provide the data upload within the required time limit opens the possibility of data alteration – compliance is not assured. A delayed upload of the data is equivalent to failure to immediately report to impound and presenting the car later after disrupting the chain of custody. It cannot be proven that nothing was changed. The typical penalty for doing so is the same as for any mechanically non-compliant car. It is placed behind all proven or presumably compliant cars.

There is no indication of an attempt by this team to modify the downloaded data. However, they do not deny they are non-compliant with the requirement to produce their data within 60 minutes. This was a technological issue coupled with a failure by the team to monitor and verify the mandatory transmission or to take other available steps to present their data.

The COA finds when vehicle compliance cannot be assured, a competition related penalty is appropriate. Such non-compliance is often penalized with a more severe adjustment to the results. The three-position penalty assessed against this competitor appears to be acknowledgement of the team's attempted completion of the data upload while also enforcing the GCR equally for all competitors. The SOM exercised due diligence and reached a reasonable conclusion when disallowing the protest.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Kujanski's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | June 3, 2025

The Club Racing Board met by teleconference on June 3, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, BoD liaison; Eric Prill, Chief Operations Officer, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #37695 (Michael Kamalian) 100lb Weight Reduction for 2018-2023 Mustang

Thank you for your letter. Please see the response to letter #38245 in current Fastrack.

2. #38296 (Barry Borgschatz Jr) Cylinder Heads

The ASAC contacted the author and clarified the part number with him.

3. #38298 (Barry Borgschatz Jr) Full Prep Fuel System

The ASAC contacted the author and clarified the rules between Restricted Preparation and Full Preparation.

FV

1. #37614 (John Ferreira) Standardize "SCCA Supplemental FVCC" Class as a Regional Class

Thank you for your letter. Due to the number of letters received on the subject of tires in Formula Vee and the variety of opinions expressed, the Club Racing Board is preparing to conduct a survey to gain a deeper understanding of the interests and desires of the Formula Vee community on the subject. Please look for a forthcoming e-mail from the SCCA with the survey.

2. #37632 (Brian Farnham) FV Spec Tire Contract

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

3. #37633 (Mike Kelley) Support of 37632

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

4. #37634 (Quinn Posner) I Support Letter 37632

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

5. #37637 (Graham Loughhead) FV Tire Proposals

Thank you for your letter. Please see the response to Letter #37614 in this Fastrack.

6. #37638 (Stevan Davis) Request to Allow Street Radial in FV in Majors Races.

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

7. #37640 (Brian Styczynski) Formula Vee Tires GCR

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

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8. #37647 (Bill Styczynski) I Support Letter #37632

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

9. #37649 (Gary Kittell) Yokohama Radial - Farnham letter # 37632

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

10. #37656 (Tom Kenney) In Reference to letter 37632 Yokohama Radial

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

11. #37666 (Chris Frassetto) Support for letter 37632

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

12. #37673 (Paul Greigger) Optional DOT Tire for FV

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

13. #37676 (Paul Greigger) Addendum to "Optional DOT Tire for FV" (#37673).

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

14. #37680 (Richard Shields) Spec Tire Change

Thank you for your letter. Please see the response to letter #37614 in this Fastrack.

15. #38273 (Matt Clark) Small VW Beam Mod Question

Thank you for your letter. The GCR does not support the modifications to the beam described. The FV rules, GCR section 9.1.1.C.1.B, say that "Formula Vee is a Restricted Class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T." The FV rules further state in that section that "[n]o component of the engine, powertrain, front suspension, brakes shall be altered, modified, or substituted unless specifically authorized." The Club Racing Board believes the modifications described fall into this category, whereas the relocation of the steering box as done on the Citation is specifically authorized by GCR section 9.1.1.C.3.A.4.

General

1. #38272 (Frank Schwartz) URGENT SAFETY ISSUE

Thank you for your letter. Regions have control over placement of classes at driver's schools. Due to the number of cars participating, it is not always possible to add extra run groups to separate classes. Event officials (organizers, stewards and instructors) should be making drivers of faster/heavier cars aware of the dangers and monitoring behavior.

2. #38427 (Rock Beauchamp) A Special Thank You to the Steel Cities Region

Thank you for your letter. Comments about the event may be directed to the Steel Cities Region at RE@stccca.com.

3. #38457 (John Nesbitt) CRB Response to Letter #38377

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

4. #38458 (David Gomberg) Support for Letter #38457

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

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GT2

1. #38284 (Andrew Aquilante) Remove Penalty Weight From Corvette C7 in GT2/ST

Thank you for your letter. Please see Fastrack response to letter #37950 in current Fastrack. There was insufficient data collected at the NOLA and Road Atlanta Super Tour event, however the CRB will continue to collect and make adjustments as necessary.

Not Recommended

AS

1. #37799 (Michael Kamalian) Request for Bigger Restrictor for 2018+ LP Mustang

Thank you for your request. Data indicates the car is correctly classed.

GCR

1. #38291 (Greg Amy) Request Withdrawal of Response to Letter #37962

Thank you for your letter. The Club Racing Board does not recommend this change. Specifics as to the designation of the racing surface at individual circuits should be handled in the supplemental regulations for each event as track layouts may vary considerably.

2. #38404 (Will Dodd) Requirement for FIA Approved Rain Lights

Thank you for your letter. The Club Racing Board does not recommend this change. Please note that a red rain light meeting FIA Standard 8874-2019, Technical List No. 76, or a Super Bright LEDs Inc. P/N PT-STRB-R24 rain light is optional for cars competing in classes other than formula and sports racing classes and may be installed consistently with GCR section 9.3.33.B.2.

3. #38455 (Joel Harleman) White Flag /First Lap

Thank you for your letter. The Club Racing Board does not recommend this change. The GCR's provision regarding the use of the white flag during the first lap of each race group's first session of the day is appropriately placed in section 6.1.1.E.

GT General

1. #37950 (Armen Megregian) Response to letter 37919

Thank you for your letter. The balance of performance (BOP) is based on the performance potential of any car in any given class.

GT2

1. #38275 (Michael Quattlebaum) Follow Up to Letter #37763

Thank you for your letter. Please see response to letter # 37763 in June Fastrack.

2. #38375 (Joseph Zavanich) GT2 Aero Question

Thank you for your letter. The photo does not appear to be GT2 Panoz Spec-car-compliant. With the exception of the allowed Spec car rules, if an aftermarket part is available with a part number, it may be submitted for approval.

3. #38425 (Jorge A Nazario) Please Remove 100 Pound Penalty to C7 Corvette

Thank you for your letter. Please see Fastrack response to letter #37950. There was insufficient data collected at the NOLA and Road Atlanta Super Tour event, however the CRB will continue to collect and make adjustments as necessary.

T3

1. #37388 (Marshall Mast) Request for Help for All Mustangs

Thank you for your letter. The Committee will continue to monitor the Mustang spec lines in the class.

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2. #38442 (Aaron Stehly) Polycarbonate side window for NACA duct VW T3

Thank you for your letter. We do not support adding alternative windows to cars classed in Touring. Please consider mounting the duct in the passenger front window.

T4

1. #38413 (David Mead) Request to Classify 2015-2017 Mustang 3.7 V6 to T4

Thank you for your letter. The straight axle Mustang from 2005 to 2014 has a handling disadvantage and was allowed in T4. The 2015-17 is capable of competing in T3. Not recommended.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

GCR

1. #38242 (David Hosie) RUSH SR & SRX Trident Roll Bar Homologation

In GCR section 9.4.5.H, add as follows:

"(Effective 8/1/2025) 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. Also the Rush Auto Works Trident equipped chassis may be issued a homologation certificate."

2. #38419 (Greg Amy) Current SFI Certification of H&NR Devices

In Driver's Safety Equipment, GCR section 9.3.19.C.2, change as follows:

"(Effective 1/1/2026) 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. ~~The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.~~ Accident damaged helmets should be sent by the driver or a representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed."

In Driver's Safety Equipment, GCR section 9.3.19.C, add a new section as follows and renumber the subsequent sections accordingly:

"3. (Effective 1/1/2026) The use of a Head and Neck Restraint (H&NR) system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. H&NR devices do not time out irrespective of any stated expiration date, but they must be maintained in acceptable condition (e.g., no damage to the H&NR device, straps, or pads)."

Taken Care Of

STU

1. #38025 (Macey Urso) Request for BMW S54 B32 Weight Reduction

Thank you for your letter. Please see letter # 38007 in current Fastrack.

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2. #38143 (Jill Urso) STU Tire Size Adjustment Request

Thank you for your letter. Please see letter # 38007 in current Fastrack.

3. #38424 (Jorge A Nazario) Request for Approval of Alternate Intake Manifold for Mazda MZR

Thank you for your letter. Please see letter # 38422 in current Fastrack.

T2

1. #38402 (Drew Spoto) C6 LS2 Restrictor Size

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

What Do You Think

SMX5

1. #38524 (Spec Mazda (SM/SMX) Committee) SMX Single Source Engine

SMX Racers,

The Spec MX-5 (SMX) class was founded in 2019 on four key pillars: Reliability, Techability, Affordability, and Fun to Drive. Now in its second year as an SCCA national class, SMX continues to thrive.

However, we have observed increasing engine development that begins to drift from these core pillars. To address this, SMX is evaluating the possibility of transitioning to Roush as a single-source engine provider, beginning with the 2027 Hoosier Super Tour season.

Continued development and innovation can unintentionally add cost, reduce reliability, and create performance disparities among competitors. These factors can compromise the long-term health of the class. Moving to a single-source engine supplier helps ensure parity while staying true to the founding principles of Spec MX-5.

Under the proposed Roush single-source model, all engines would be run-in on an SAE-certified dyno cell with break-in oil, and additional power pulls would be conducted to verify output and ensure class compliance. Roush currently maintains an SAE-certified dyno tolerance of approximately 1.5%, which keeps the field as competitive as possible while managing costs. A 2-3 year price freeze and some version of an exchange/rebuild program would also be part of this plan.

We value your input on this important decision. Please share your comments and connection to SMX (Driver, Crew, build in progress, etc).

Thank you for your continued support of the Spec MX-5 class.

Resumes

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: June 20, 2025

NUMBER: TB 25-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2025 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

AS

1. #38245 (Michael Kamalian) RE: Previous Letter 37695 Update

In AS Spec Lines, Ford Mustang GT 5.0 (2018-), change Weight as follows:

"~~3600~~3525"

B-Spec/C-Spec

None.

Electric Vehicle

None.

Formula/Sports Racing

FA

1. #38434 (Rocco Magni) Ligier JS F3 Tire Choice

In FA Table 2, FR Americas Ligier JS F3 spec line, change the notes as follows:

"Engine must be sealed in compliance with FR Americas or prior F3 Americas requirements. Car must comply with FR Americas rules, *with the following exception: front tires may be Hoosier P/N 43363, size 240/580R13 in MS compound, and rear tires may be Hoosier P/N 43368, size 300/590R13 in MS compound.* Competitors must have current copies of Formula Regional Americas Championship Sporting Regulations, Onroak Automotive Ligier JS F3 Information Manual, and HPD engine-related specifications and instructions in their possession and present them upon request."

FST

1. #37922 (Robert Guhde) Rule Changes for Formula FST

In FST, GCR section 9.1.1.F.5.9, add a new section as follows and renumber the existing sections 11 and 12 accordingly:

"11. The venturi may not be removed from the base, and the large dime sized plug that holds the venturi in place also may not be removed. If the plug has been removed, the carburetor base must be discarded."

In FST, GCR section 9.1.1.F.5.9.8, change as follows:

"Vacuum fittings may be removed and ports plugged. *The soft plug closing off the front accelerator pump passage may be removed to clean a clogged passage. It may be replaced by a threaded plug.*"

In FST, GCR section 9.1.1.F.1.6, change as follows:

"2. Wheelbase minimum 81.5"; maximum ~~85.5~~90.0"

5. Overall length: Maximum ~~140~~150" (includes exhaust)"

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In FST, GCR section 9.1.1.F.5.2, change as follows:

"-Exhaust port dimension at head: 33 mm maximum

-Intake seat maximum OD 38.13 mm (1.501 inches)

-Intake seat maximum ID 32.51 mm (1.280 inches)

-Intake seat maximum depth 11.43 mm (0.450 inches)

-Exhaust seat maximum OD 36.86 mm (1.451 inches)

-Exhaust seat maximum ID 29.21 mm (1.150 inches)

-Exhaust seat maximum depth 11.43 mm (0.450 inches)"

In FST, GCR section 9.1.1.F.5.6.1, change as follows:

"OE VW Replacement P/N 043-101-375H Casting "043"

EMPI P/N 040.101.375.13"

SR General

1. #38403 (Jason and Gray Roghelia) New Radical SR1 Class Weight Correction

In Radical Challenge (SR1/SR3), GCR section 9.1.8.I.23.a, change as follows:

"SR1: ~~1,587~~ *1,323* Lbs."

GCR

1. #37996 (Bev Heilicher) Responsibilities of the Class Ambassador

In Events, GCR section 3.1.1.C, add a new section as follows:

"9. A Class Ambassador (CA) may be designated for a specific class during an event to be available in an advisory role for the Race Director, drivers, and teams."

General

None.

Grand Touring

GTA

1. #38367 (Butch Kummer) Traditional GTA Engine Cylinder Heads

In GCR, Section 9.1.2.G., IX Engine Specifications, Appendix B:, change as follows:

~~"5. Chevrolet cylinder heads must be Dart II cast iron heads, part #11310010P, which replaced part #1112B and~~

~~#1115B.~~*Chevrolet cylinder heads must be Dart cast iron part #10310010P (which replaced part #1112B and #1115B), or Dart aluminum part # 11310010P.*

~~6. Ford cylinder heads must be Dart II cast iron heads, part #5302B or World Products' Roush head, part #053040.~~*Ford cylinder heads must be Dart cast iron part #13410010, Dart aluminum part #13210010, or World Products' Windsor cast iron part #053040."*

In GCR, Section Appendix L. TA2 Rules, change as follows:

~~"C.4.3: Chevrolet cylinder heads must be Dart Iron Eagle 200 cast iron heads, part #10310010, which replaced part #1112B and~~

~~#1115B.~~*Chevrolet cylinder heads must be Dart cast iron part #10310010P (which replaced part #1112B and #1115B), or Dart aluminum part # 11310010P.*

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C.4.4: ~~Ford cylinder heads must be Dart Iron Eagle 200 cast iron heads, part #5302B, or World Products' Windsor Sr. iron heads, part #053040.~~ *Ford cylinder heads must be Dart cast iron part #13410010, Dart aluminum part #13210010, or World Products' Windsor cast iron part #053040.*

Improved Touring

None.

Legends Car

None.

Production

1. #38490 (Bryce McGuire) BMW Z4 update

In EP Spec Lines, BMW Z4 (03-05), add to Notes the following:

"52mm Flat Plate Intake Restrictor."

2. #38498 (John Baucom) EP Fiat 124 Spider Competition Adjustment Request

In EP Spec Lines, Fiat 124 Sport Spider 1600 & 124 Spider 2000, change as follows:

Weight: ~~"2050"~~ *"2000"*

Carburetor No. & Type: "(2) Weber 40 IDF-40IFI, (2) Solex C40P116, ~~34~~ *36*mm choke(s) req'd, (2) Weber 45DCOE w/ ~~34~~ *36* mm choke(s) on I.R. manifold or fuel injection."

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #38007 (Ben Slechta) 2.8-3.2L N/A Engine Allowances

In GCR, Section 9.1.4.G.1, add the following:

"A maximum section width of 245 is permitted. *Cars over 3150 lbs. may run a 275 tire with a 2% weight adder.*"

2. #38422 (German Candelario Candelario) 2006-2015 Mazda Miata Intake Manifold

In STU, Table A, Mazda MZR (LF, L3, L5), change Notes as follows:

"May use Goodwin Part # 61-2510 *or Gato Performance Part # 31972* Intake manifold . "

3. #38489 (Eric Fiest) Requesting Approval of the JDM Honda h23a

In STU, Table B, classify Honda JDM H23a as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda JDM H23a</i>	<i>2259</i>	<i>Chart</i>	<i>Must meet all ST engine regulations.</i>

Touring

T3

1. #38204 (Touring Committee) correct letter 37421

In T3 Spec Lines, BMW Spec E46, change Notes as follows:

"Must conform to all SpecE46 rules ~~Version 2.10. Version 1.1 dated Jan. 6, 2025.~~ **Version 3.0.**"

T4

1. #38439 (Derrick Ambrose) Allow B-Spec cars to run in T4

In GCR, Section 9.1.9.2, Touring car eligibility, change as follows:

"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-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. Cars conforming to **B-Spec or** C-Spec rules are permitted to compete in Touring 4."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Richard (Scott) Mooney vs. SOM COA Ref. No. 25-08-CN June 6, 2025

FACTS IN BRIEF

On May 4, 2025, following Race 2 for Group 5, at the Mark Amenda Majors held at Blackhawk Farms, James Ebben, driver of Touring 4 (T4) #166, protested Richard (Scott) Mooney, driver of T4 #29 for contact causing Car #166 to go off course at Turn 6.

The Stewards of the Meeting (SOM), Mike Beaumia, Orville "Archie" Bruce, and Paula Spencer (Chair) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Mooney violated General Competition Rules (GCR) 6.11.1.A., B., and D. (Rules of the Road) by failing to avoid physical contact and depriving Mr. Ebben of racing room. The SOM penalized Mr. Mooney with a loss of one finishing position (placing him behind Mr. Ebben) which incurred two penalty points on his competition license.

Mr. Mooney appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Lee Hill, and Jack Kish (Chair) met on May 29, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Richard (Scott) Mooney, submitted May 14, 2025.
2. Photos of Car #29, Car #166, and video from Car #29, received on May 21, 2025.
3. Official Observers Report and related documents, received May 21, 2025.
4. SOM Hearing Notes from Paula Spencer, received May 21, 2025.

FINDINGS

In his appeal, Mr. Mooney asserted since his car was in front at the moment of contact, Car #166 was guilty of initiating the contact. He further stated Car #166 was blocking the center of the track and he was "forced to make a late lunge to the inside".

The SOM interviewed both drivers, collected their Witness Statements, and reviewed the in-car video from Car #29. Mr. Ebben's video was not viewable as he did not have the proper cable with which to accomplish it.

The COA reviewed Mr. Mooney's video submitted to the SOM, as well as the documentation and photos considered by the SOM, including witness statements and all other evidence. Mr. Mooney provided no new evidence in support of his position.

In his witness statement, Mr. Mooney claimed Mr. Ebben "defended the inside of corner 1,3, and 6...". He further alleged Mr. Ebben was blocking the inside on those corners. When no overlap exists, the lead car may choose a line of corner entry to defend his position. This does not constitute blocking.

Mr. Mooney's video and the photos submitted clearly show side to side contact between Cars #29 and #166 while Mr. Mooney was still alongside Car #166. An overtaking attempt is not complete until the overtaking car is completely past the car being overtaken – and as such the overtaking driver retains primary responsibility to accomplish the overtaking attempt safely. Simply being ahead, while still alongside, does not absolve a driver of the obligation to allow racing room.

The COA finds GCR 6.11.1.A., B., and D. plainly stipulate each driver is to maintain control of their car and leave room for others, so they do not come into contact under close racing conditions. The COA finds Mr. Mooney violated GCR 6.11.1.A., B., and D. by attempting to pass Mr. Ebben and causing contact with Mr. Ebben's car before he completed the pass.

The SOM made a thoughtful and reasoned decision based on the testimony and video evidence, and the penalties assessed are within the purview of the SOM. The COA finds insufficient evidence to alter the SOM decision.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mooney's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Sean Saint vs. SOM COA Ref. No. 25-09-NP June 18, 2025

FACTS IN BRIEF

On May 18, 2025, following Race 2 for Group 6 at the San Francisco Region Championship Series Regionals 5 & 6 at Thunderhill Raceway Park, Sean O'Boyle, driver of Spec Racer Ford 3 (SRF3) #67, was found underweight at post-race impound. A Tech Steward assessed a penalty of loss of finishing position, moving Car #67 to last in class. Mr. O'Boyle protested the unnamed Tech Steward.

The Stewards of the Meeting (SOM), Roger Heyl and Mike Hayworth (Chair) met, reviewed the available evidence, and heard witnesses. The SOM determined Car #67 was underweight due to loss of bodywork following contact with SRF3 #116, driven by Sean Saint. The SOM concluded Mr. Saint violated GCR 6.11.1.A. (Avoid physical contact) and penalized him with probation for three race weekends and assessed three penalty points on his competition license. Mr. Saint appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Bev Heilicher, and Laurie Sheppard, (Chair) met on June 12, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Sean Saint, submitted May 29, 2025.
2. Video from SRF3 #116, received June 4, 2025.
3. Official Observers Report, related documents, and video, received June 4, 2025.

FINDINGS

In his appeal letter, Mr. Saint acknowledged contact with SRF3 #67 for which he accepted responsibility. He stated the contact was the result of a mistake and he accepted the penalty of being scored "last in class" as delivered by Assistant Chief Steward Paul Helberg in a Chief Stewards Action (CSA). His appeal is related to the later penalty of probation assigned by the SOM for the same contact incident. Mr. Saint provided his video for verification of his account of the incident.

Mr. O'Boyle's protest cited GCR sections related to the powers and authority of stewards (GCR 5.12.), the range of penalties that may be applied (GCR 7.2.), and how to protest officials' actions (GCR 8.3.1.). He did not dispute that having completed the

race with missing body panels following the contact caused him to be underweight and therefore, non-compliant. His car was moved from second place to last finisher, behind all compliant cars completing the race. Mr. O'Boyle argued his penalty had a greater impact on him than the same penalty assigned to Mr. Saint who retired early from the race, and therefore, Mr. Saint's penalty should be increased.

The SOM upheld Mr. O'Boyle's protest and assessed a new penalty of probation against Mr. Saint. After the SOM published their ruling, Chief Steward Bill Blake withdrew the original CSA with the penalty of "move to last in class" as well as the associated one point on Mr. Saint's driving record.

The COA reviewed the available material from the SOM hearing, including video from Mr. Saint's car, witness statements from the two Tech Stewards, and a Hearing and Decision report prepared by the Chair of the SOM. The Tech Stewards each reported that Mr. Saint accepted responsibility for the contact. The Chair's report affirmed that Mr. O'Boyle's protest was against the severity of the penalty given to Mr. Saint rather than the penalty assessed against Mr. O'Boyle. Mr. Saint was not provided an opportunity to address the SOM either in person or by telephone during the hearing.

The COA finds the Assistant Chief Steward acted within the powers and authority granted by GCR 5.12. (Stewards) when completing a Chief Stewards Action against Mr. Saint. The penalty assessed was within the range of penalties available to a Chief Steward or their designee. Also, the penalty assessed against Mr. Saint was consistent with the 2025 Road Racing Penalty Guidelines for "Failure to control your car resulting in contact with another car" when there is significant damage to the other car. The guidelines specify that the driver at fault shall not finish ahead of the other car.

The COA also finds the SOM did not adhere to the requirements of GCR 8.2. (Hearings and Judgements). Mr. Saint was not notified of the time and location of the hearing and was not afforded an opportunity to testify in his defense. Accommodation should have been made to allow him to participate in the hearing. Mr. O'Boyle's protest was allegedly against the Tech Steward. The COA finds no error on the part of either Tech Steward related to the penalties against Mr. Saint or Mr. O'Boyle.

The COA overturns the SOM's ruling and nullifies the penalty of Probation and the associated three points. The COA reinstates the original CSA penalty of Loss of Position with the following clarification: the CSA stated Mr. Saint violated GCR 6.11.1.C. (Failure to provide racing room/blocking). The GCR section violated by Mr. Saint was GCR 6.11.1.A. (Avoid physical contact). The CSA citing an on-track driving violation incurs one penalty point on Mr. Saint's license.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety and reinstates the original Assistant Chief Steward's action. Mr. Saint's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | June 3, 2025

The Club Racing Board met by teleconference on June 3, 2025. Participating were Dayle Frame, Interim Chairman and BoD Liaison; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Eric Prill, Chief Operations Officer, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

General

1. #38736 (Club Racing Board) How YOU Can Help Build a Strong Road Racing Program

An Open Letter to the Driver Corps: How YOU Can Help Build a Strong Road Racing Program By Dayle Frame

(This article was written by Dayle Frame, SCCA Board of Directors member and interim Chair for the Club Racing Board.)

I was appointed by the Board of Directors as the interim Club Racing Board (CRB) Chair back in January, and in the months that followed, I've noticed a few things that – if worked on together by the CRB and membership – stands to benefit the entire SCCA® Road Racing program.

It's no secret that the CRB, along with the various Advisory Committees (ACs) that support it, are populated with members who have been on these boards and committees for quite a while. The folks who are on these committees are committed to improving the Club Racing program, and they're doing a fine job – yet we need to consider adding new members who will bring fresh ideas and new vitality.

The point is this: A lot of members assume the CRB and its Advisory Committees are on top of every facet of the SCCA Road Racing program, but the truth is, the CRB can only work on that which the members make the CRB aware. The CRB needs your help to offer guidance on what's important to you. In addition, the stewards program and Region management across the Club are also populated with members who have been in their post for some time – they could also use some new blood in their ranks.

It's time to solve these issues – and no, I'm not talking about a ground-up overhaul of the system; what needs to happen is easily achievable with little more than your help. To that end, a version of this article will appear in Fastrack. Drivers were also emailed a survey over the weekend that allows them to voice their feedback on a variety of event-related topics. If you missed this in your inbox, please check again or email roadracing@scca.com for assistance.

For the good of the program and the Club, I'm asking that drivers get more involved with the Club Racing Board. It's your Club – why not get a better understanding of how it operates? Valuable insight can be gained by knowing “how the sausage is made,” as it were.

Here are a few ways you can consider helping the Club:

Apply To Be on the CRB and/or Advisory Committees

If you are interested in getting involved in the rule making process, please send a resume to the CRB (crbscca.com) and it will be forwarded to the appropriate Advisory Committee. Your experience, knowledge, and insight can be a valuable resource for your class, category, and the program in general.

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Submit Your Questions The CRB has a letter log system (once again, crbscca.com) to allow you to ask the CRB questions about the program. If you have a question, please submit it via the letter log system. If you think the question is worthy of asking, there's a very good chance many more are interested in the response as well. The CRB is not made of mind readers – if you don't ask, it may not be something that's on our radar. If you do ask, it will be!

Consider Becoming a Steward

The Club can always use more folks entering the stewards program. The stewards are the facilitators, administrators, and adjudicators of SCCA's Road Racing events. Stewards would appreciate more drivers getting involved in that program. The efforts of stewards make our events safe, fair, and fun. Give it a try!

Get Involved on the Regional Level

If rule making or event control isn't your thing, consider getting involved locally. Get engaged behind the scenes and work with the Regional Executive (RE) or Race Chair to get a handle on how things are pulled together for a local race. I've done it for years and it's very satisfying. The easiest way to begin is to go to scca.com/trackside – there, SCCA will get you connected with local leaders where your volunteering journey can begin.

Knowledge is power. The bottom line is, the more you know about "the system," the better you'll be able to navigate within it and affect change.

Feel free to contact me via email, dframe@scca.com, with any questions you may have about this effort, and I'll do my best to point you in the right direction.

No Action Required

B-Spec

1. #38250 (Kent Carter) MINI Header Adjustment

Thank you for your letter. The BSAC will consider adjustments to the Mini along with other BOP considerations after the 2025 Runoffs.

2. #38264 (Chris Taylor) Mini Ride Height

Thank you for your letter. The BSAC will consider this change along with other BOP changes after the 2025 Runoffs.

GT1

1. #38516 (Daniel Speer) Clarification for LS1 Limited Prep GT1 Motor Rules

Thank you for your letter. In answer to your questions:

1. Any mass-produced aftermarket intake manifold is permitted.
2. Intake manifold with 90mm OEM throttle body is permitted
3. Any mass-produced aftermarket cylinder heads is permitted with no valve angle modifications.

IT General

1. #38599 (Nicole Hecker) Glass Windshields vs Polycarbonate

Thank you for your letter. Your request is already covered in the GCR 9.1.3.9d. Lexan front windshield permitted with 20# weight adder. Lexan rear window permitted with 20# weight adder. Any number of Lexan side windows permitted with 5# weight adder. Windshield clips and rear window straps per the GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.

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EP

1. #38566 (Doug Piner) Why add a Restrictor to a Car Without Data?

Thank you for your letter. The 2.5L engine in the Z3 and Z4 are nearly identical (bore, stroke, horsepower, torque, manifolds, etc.) and it is reasonable to expect that their performance potential when prepared to Production specifications will also be similar. In light of this fact, the use of the same FPR on the 2.5L Z4 as the Z3 is necessary to bring the Z4 into the EP performance envelope. The Z4 races at a heavier minimum weight than the Z3 due to its improved rear suspension and larger brakes front and rear. Lastly, "slick" race tires are available for 17" diameter wheels. The letter writer is encouraged to campaign the car so that further data can be collected and analyzed, in order to help determine if any further adjustments are warranted.

STU

1. #38578 (Paul Azan) TCR Cars in STU for 2025

Thank you for your letter. Please see letter # 38723 in current Fastrack.

T1

1. #38564 (Ronald Lombardo) Mustang BoP Adjustment

Thank you for your letter. BOP adjustments are commonly made using complex reports that compare real-world on-track data. You share a spec line with the car that dominated the Runoffs last year. The data from that event was compared to a Corvette in the same event, as well as other competitive spec lines. The new weight in the Boss 302 S197 spec line is actually less than the winning car at the end of the championship race. Keep in mind that the class rules allow for a 100lb decrease if using an H-pattern gearbox and a 50lb decrease if using a straight axle in the rear. During the Runoffs championship race, the Mustang spec line showed best in class acceleration and competitive trap speeds. In the end, It won the Runoffs by 15 seconds.

Not Recommended

B-Spec

1. #38393 (Steve Introne) CDV Clutch Delay Valve Delete

Thank you for your letter. The BSAC does not recommend this change.

GT2

1. #38494 (Brian Goldberg) Panoz Esperante GTS BOP

Thank you for your letter. Louvers in hood or elsewhere are only permitted in accordance with current GT2 rules.

2. #38496 (Culbertson Brian) In Support of Letter #37144

Thank you for your letter. All SCCA classes have at their root a class philosophy that does, for the most part, govern the class, it is not applied as an absolute and there are exceptions. The CRB strives to always consider class philosophy when evaluating requests from competitors. When submitting requests members should also consider their requests' impact on the class philosophy and if it is a reasonable request.

This request for classifications of a GM engine in a Nissan exceeds the class philosophy. The combination requested is permitted in GTX.

EP

1. #38558 (Michael Davis) 2010-2014 VW Golf E Production Classification Request

Thank you for your letter. This request is not recommended based on the fact that the letter writer requested an alternate intake manifold be included in the classification. This is contrary to class philosophy. The request can be remade without the alternate intake manifold, if there's desire to campaign it as such.

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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.

T2

1. #38575 (Touring Committee) American Sedan Spec line to be added to T2

In GCR, Section 9.1.9.2, change as follows:

~~“(Effective 8/1/2025) Touring car eligibility: 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-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. Cars conforming to C-Spec rules are permitted to compete in Touring 4.”~~
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-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. **Cars conforming to B-Spec or C-Spec rules are permitted to compete in Touring 4.**

Cars conforming to American Sedan (AS) are permitted to compete in T2. These cars must comply with section 9.1.6 of the GCR but may utilize any or all of the specifications outlined in the spec line table labeled "T2-AS" found after the T2 spec lines. To clarify for Tech and competitors, cars using this option must display "T2-AS" as their "class letters" as defined in 9.3.29.A.

In T2 Spec Lines, after T2 Spec Lines, add the following:

T2-AS	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	Must comply with AS rules		17" x 12"	315	Open	Open	Must comply with AS spec line	3250	Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. Flared fenders are not permitted All glass may be replaced with Lexan.
Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	Must comply with AS rules		17" x 12"	315	Open	Open	Must comply with AS spec line	≤313 CID 3200 >313 CID 3400	Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed and may be flared consistent with

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									<i>Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder</i>	<i>Must comply with AS rules</i>	<i>LS3 65mm</i>	<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3400</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet/Pontiac Camaro & Firebird (82-92)</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>≤313 CID 3100 >313 CID 3300</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3000</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i>

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									<i>All glass may be replaced with Lexan. Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>≤313 CID 3100 >313 CID 3300</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3000</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>

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<i>Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3400</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>
<i>Chevrolet Camaro (10-15) Full Prep</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>≤313 CID 3200 >313 CID 3350</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>
<i>Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder</i>	<i>Must comply with AS rules</i>	<i>5.7L N/A 6.1L -N/A 6.4L-80mm</i>	<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3500</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>

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Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	Must comply with AS rules		17" x 12"	315	Open	Open	Must comply with AS spec line	≤313 CID 3000 >313 CID 3300	Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. All glass may be replaced with Lexan.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine	Must comply with AS rules	Gen1-67mm Gen 2-64mm	17" x 12"	315	Open	Open	Must comply with AS spec line	3200	Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. All glass may be replaced with Lexan.
Ford Mustang Including Cobra 94-04 Full Prep	Must comply with AS rules	Gen1-67mm Gen2-64mm	17" x 12"	315	Open	Open	Must comply with AS spec line	≤313 CID 3100 >313 CID 3300	Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. All glass may be replaced with Lexan.

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<i>Ford Mustang GT (94-04) with Restricted Prep Engine</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3200</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>≤313 CID 2950</i> <i>>313 CID 3050</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>
<i>Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>2950</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>All glass may be replaced with Lexan.</i>

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<i>Ford Mustang GT (05-14)</i>	<i>Must comply with AS rules</i>		<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>≤313 CID 3200</i> <i>>313 CID 3400</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>
<i>Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder</i>	<i>Must comply with AS rules</i>	<i>4.6L-N/A 5.0L-62mm</i>	<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>5.0L 3200</i> <i>4.6L 2900</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>
<i>Ford Mustang GT (05-14) with Restricted Prep Engine</i>	<i>Must comply with AS rules</i>	<i>Gen 1-67mm Gen 2-64mm</i>	<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>3200</i>	<i>Must comply with AS rules and spec line unless specified here-</i> <i>Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.</i> <i>Flared fenders are not permitted</i> <i>All glass may be replaced with Lexan.</i>

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<i>Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder</i>	<i>Must comply with AS rules</i>	<i>64mm</i>	<i>17" x 12"</i>	<i>315</i>	<i>Open</i>	<i>Open</i>	<i>Must comply with AS spec line</i>	<i>LS1 3100 LS2 3150</i>	<i>Must comply with AS rules and spec line unless specified here- Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. Flared fenders are not permitted All glass may be replaced with Lexan.</i>
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Taken Care Of General

1. #38570 (Christopher Zarzycki) Support for Transparency on Rules Proposals Letter #38457.

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #38377 in the June 2025 Fastrack and letter #38457 in the July 2025 Fastrack.

2. #38600 (John Weisberg) Representation on the CRB

Thank you for your letter. The CRB feels that committees and the CRB has a well rounded variety of experience. We are always looking for new members on our Advisory Committees and the Club Racing Board. Please see letter # 38736 in current Fastrack. It has also been emailed out to our driver corps and published in SportsCar News.

GT2

1. #38484 (Robert Lentz) LS Motor Swap Rule Change

Thank you for your letter. Please see CRB response to letter # 38496 in current Fastrack.

2. #38495 (Terrence Gilles) Letter # 37144

Thank you for your letter. Please see CRB response to letter # 38496 in current Fastrack.

STU

1. #38535 (John Weisberg) TCR in STU

Thank you for your letter. Please see letter # 38723 in current Fastrack.

2. #38556 (Peter St Pierre) TCR Honda in STU

Thank you for your letter. Please see letter # 38723 in current Fastrack.

3. #38560 (Jose Osiris Pena) TCR Car Concern

Thank you for your letter. Please see letter # 38723 in current Fastrack.

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4. #38586 (Peter Federlin) TCR Cars in STU

Thank you for your letter. Please see letter # 38723 in current Fastrack.

5. #38589 (Eric Heinrich) TCR cars in STU

Thank you for your letter. Please see letter # 38723 in current Fastrack.

6. #38637 (Darin Treakle) Oppose TCR cars in STU

Thank you for your letter. Please see letter # 38723 in current Fastrack.

T4

1. #38529 (Matt Wolfe) Permit C-Spec cars in T4

Thank you for your letter. Cars conforming to C-Spec are already permitted to race in T4. The allowance is found in the header of the category rules prior to 9.1.9.2.A.

What Do You Think

None.

Resume

None.

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DATE: July 20, 2025

NUMBER: TB 25-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2025 unless otherwise noted. 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/C-Spec

1. #38354 (Eric Yagel) Disabling 2 Pedal Shutdown

In B-Spec Spec Lines, Honda Fit MT (09-14), add to Notes the following:

"Two pedal shutdown may be disabled by cutting/de-pinning pin 42 (BKSW) at the main ECU connector in the engine bay."

2. #38530 (B-Spec/C-Spec Committee) Update Honda Fit MT (07-08) Intake Allowance

In B-Spec Spec Lines, Honda Fit MT (07-08), change Notes as follows:

~~"Bilstein B14 kit 47172401 verified compatible. Allow rear sway bar Progress #62.1060. Any Cold Air Intake Package allowed (any manufacturer)."~~ *Allow Injen Intake SP1511.* This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted. OEM exhaust manifold required. Primary catalyst may be removed."

Electric Vehicle

None.

Formula/Sports Racing

None.

GCR

1. #38503 (Greg Amy) E&O, 9.3.22 Fire System Recertification

In On-Board Fire System Requirements, GCR section 9.3.22.A.6, change as follows:

"All fire systems shall be serviced according to manufacturer's specifications; however, biennial recertification of SFI systems is not required."

General

None.

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Grand Touring

GT2

1. #38506 (Justin Erion) Rear Deck Lid for Older Air-Cooled Porsche

In GT2 Spec Lines, GT2 Cars-*Porsche*, 911 Coupe & Targa., add to Notes the following:

"Porsche 911-based race cars (911,963,994), the use of the 993 3.8 RSR rear deck lid/spoiler is permitted. Aftermarket reproductions of the original Porsche Motorsports deck lid provided they faithfully replicate OEM dimensions and functionality, are acceptable for use."

GT3

1. #38569 (Club Racing Board) Declassify TCR Cars from GT3/GT3U

In GCR Section 9.1.2.F.3.9, add as follows:

"All GT3U (Majors and Runoffs) cars using up to 15"x7" wheels limited to 225 section width tires shall run at current GT3 race weight plus 225lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15"x9" wheels with a 1.5% weight addition or up to 18"x9" wheels with a 3.0% weight addition to the total weight including the 225 lbs. *TCR cars are ineligible for GT3/GT3U.*"

Improved Touring

ITA

1. #38478 (Chris Dilluvio) Allow NA Miata to Upgrade to NB Miata Rear Suspension Uprights

In ITA Spec Lines, Mazda MX-5 / Miata (90-93), change Notes as follows:

"Spec Miata floor pan modifications allowed. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch." ~~The 90-93 Miatas may convert to the 94-05 differential assembly. This conversion includes the driveshaft and half shafts. The original 90-93 model rear suspension uprights must be retained.~~ NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. *NA cars upgrading to the OEM Mazda NB rear uprights must use the NB rear uprights on both sides of the car, Miss-matching of rear uprights is not allowed.* Any final drive permitted so long as it fits in an unmodified housing."

Legends Car

None.

Production

None.

Spec Mazda (SM/SMX)

None.

Super Production

None.

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Super Touring

ST General

1. #38772 (Club Racing Board) Lotus Weight Reduction

In 9.1.2. GT2/ST Spec Lines, Lotus Evora GT4, change Weight as follows:

"~~2750~~2700"

In STU Table B: Alternate Vehicle and Engine Allowances, change Weight as follows:

Lotus Elise Cup R: "~~2300~~2250"

Lotus Elise SC/ Lotus Exige SC: "~~2300~~2550
25002450"

STU

1. #38723 (Club Racing Board) STU-TCR Adjustments

In STU Spec Lines, Table C: STU-GT3U, GT3-TCR, change as follows: Remove the current TCR spec line and add the TCR spec lines from GT3 that are being removed, adding the below to the notes.

"DOT approved tire with maximum section width of 245. May run DOT approved tire with maximum section width of 275 with ~~100~~150 pound weight adder. May not run A-compound with 275. *STU-TCR spitters and side valance must comply with 9.1.4.D.3.f. STU-TCR chassis ride height must comply with 9.1.4.1.A.1.*"

Touring

T2

1. #38536 (Joe Aquilante) Clarifications needed to BMW M2 CS cup line

The BMW M2 CS Clubsport is classed in T1, not T2. Please visit the following web address for vehicle details about the car's base allowances-

[https://www.bmwusa.com/motorsport/bmw-m2-](https://www.bmwusa.com/motorsport/bmw-m2-cs.html#:~:text=The%20BMW%20M2%20CS%20Racing%20models%20are%20powered%20by%20a,M2%20CS%20Racing%20Recommended%20Mileage.)

[cs.html#:~:text=The%20BMW%20M2%20CS%20Racing%20models%20are%20powered%20by%20a,M2%20CS%20Racing%20Recommended%20Mileage.](https://www.bmwusa.com/motorsport/bmw-m2-cs.html#:~:text=The%20BMW%20M2%20CS%20Racing%20models%20are%20powered%20by%20a,M2%20CS%20Racing%20Recommended%20Mileage.)

In T2 Spec Lines, BMW M2 CS Cup 2020, change as follows:

Model: "BMW M2 CS Cup 2020-~~2021~~"

Notes: "DOT approved tires required. All other components must be as homologated from BMW Motorsports. No other changes or Touring rule allowances permitted unless noted below. It is permitted to remove door glass and mechanism. ~~It is mandatory to run the "Purple" power stick part #8324089. Effective 3/1/2025~~ It is mandatory to run the "Red" power stick part #8324085.

BMW exhaust part # 18302459928 allowed. Hot country package allowed including part numbers: (aKMK LH 17 10 8342846 1, aKMK RH 17 10 8328139 1, 17 10 8328135 1, 17 10 8328136 1, 17 10 8328137 1, 17 10 8328138 1, ISO7380-2 M5X14 10.9 ZNSW 17 10 8436008 2, 17 10 8417424 1.) Hood vents conforming to 9.1.9.2.D.8.a.7 are permitted."

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2. #38554 (Touring Committee) Fix brake allowance supersessions.

In T2 Spec Lines, change Brakes as follows:

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04): "~~(F) 325 Vented Disc (R) 305 Vented Disc May use two piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper. Stock calipers and rotors only (F) 325 (R) 305"~~

Chevrolet Corvette C6 Coupe / Grand Sport (05-13): "~~(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. LS2 may use Grand Sport brake package. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets. Z06 brake calipers allowed."~~

3. #38782 (Touring Committee) C5 Corvette correction

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

"LS1: ~~59~~**58mm** FPR,

LS2: 63mm FPR,

LS3: 56mm FPR,

LS6: **58mm FPR"**

T2-T4

1. #38451 (Terry Hanushek) Incorrect Touring Heading

In T2-T4 Spec Lines, change Table Header as follows:

"~~T2~~-ET"

T3

1. #38470 (David Mead) Make the S2000 Competitive Again

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

Max Wheel Size: "~~(Effective 11/1/2025) 17 x 9.0 (f) 17 x 10 (r)"~~

Tire size: "~~(Effective 11/1/2025) 245-255 (f) 275 (r)"~~

Notes: "~~(Effective 11/1/2025) CAI allowed, Header allowed."~~

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS William Rasmussen vs. SOM COA Ref. No. 25-10-SP July 3, 2025

FACTS IN BRIEF

On June 1, 2025, following Race 2 for Group 5 at the California Sports Car Club Regional race held at Willow Springs International Raceway, Tyler Vance, driver of Spec Miata (SM) #1, protested William Rasmussen, driver of SM #23, for contact at Turn 4 causing Car #1 to spin and lose several positions.

The Stewards of the Meeting (SOM), Dale Shoemaker and Barbara Knox (Chair) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Rasmussen violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact). The SOM penalized Mr. Rasmussen with loss of one position and assessed two penalty points on his competition license.

Mr. Rasmussen appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Bev Heilicher, (Chair) met on June 26, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to appeal from Mr. Rasmussen, submitted June 10, 2025.
2. Notification of Appeal, received June 17, 2025.
3. Official Observers Report, in-car video, and related documents, received June 17, 2025.

FINDINGS

In his appeal, Mr. Rasmussen stated Car #1 went wide on driver's left, off the racing line in Turn 4, and left the inside line wide open for him to attempt to pass. He asserted he was fully alongside Car #1, citing the "vortex of danger" from Appendix P in relation to both cars' position on track. Mr. Rasmussen stated as they drove side-by-side through the corner, Car #1 failed to provide racing room and continued to push him off track. With no racing room left, Car #23 made contact with Car #1 on the right rear side, causing Car #1 to spin and lose several positions in the race.

The SOM interviewed both drivers, collected their Witness Statements, and reviewed in-car video from Car #23. No video was available from Car #1. With Mr. Rasmussen's permission, Mr. Vance viewed Car #23's video.

The COA reviewed the evidence including Mr. Rasmussen's video and concluded Mr. Rasmussen made an unsuccessful pass attempt to the right of Car #1 at Turn 4. At the time of contact, Car #23's front bumper was less than mid-door of Car #1, indicating Car #23 had not earned the right to racing room. Car #23's front bumper contacted Car #1's right rear causing Car #1 to spin and lose several positions.

The COA finds Mr. Rasmussen denied Mr. Vance sufficient racing room and failed to avoid physical contact with Car #1 per GCR 6.11.1.A..

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Rasmussen'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 Peyton Long & Tyler Stephens vs. SOM COA Ref. Nos. 25-12&13-CN July 9, 2025

FACTS IN BRIEF

On Saturday, June 7, 2025, following Qualifying 2 for Spec Racer Ford 3 (SRF3) at the 2025 Hoosier Super Tour Chicago Region Weathertech June Sprints held at Road America, Assistant Race Director Joe Stadelmann filed a Request for Action (RFA) seeking investigation of Tyler Stephens (SRF3 #105) and Grant Heinig (SRF3 #5) for failure to slow in a waving yellow zone at Turn 11 (aka the Kink) with a wrecker responding. Peyton Long (SRF3 #52) was added to the RFA after review of competitor video.

The Stewards of the Meeting (SOM) Archie Bruce, Dave Karling, Tom Kirchman, and Kathleen Bradley (Chair) met to hear and rule on the RFA. The SOM determined Mr. Stephens, Mr. Long, and Mr. Heinig violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag - Waved) and penalized them individually with probation for two event weekends plus the remainder of the June Sprints event and assessed three penalty points against each of their competition licenses.

Mr. Long (COA 25-12-CN) and Mr. Stephens (COA 25-13-CN) appealed the decision of the SOM. The Court of Appeals considered the appeals together since the claims were identical and for the same incident.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Lee Hill (Chair) met on July 3, 2025, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Peyton Long, submitted June 14, 2025.
2. Request to Appeal from Tyler Stephens, submitted June 14, 2025.
3. Official Observer's Report and related documents, received June 26, 2025.
4. In-car videos from Mr. Long (SRF #52), Mr. Stephens (SRF3 #105), and Mr. Heinig (SRF3 #5), received June 26, 2025.

FINDINGS

In his appeal, Mr. Long stated he slowed down over 20% when he passed the safety trucks and he remained in complete control of his car at all times. He also expressed his opinion that the Flagtronics speed data was not precise and timely enough to be used to

support a penalty. Mr. Stephens asserted he was traveling at 118 to 120 mph when he saw the waving yellow at the kink and he slowed to 92 mph in a short amount of time. He also stated there was no white flag displayed at the kink with the safety vehicle on the track.

The SOM reviewed witness statements, race logs, corner reports, Flagtronics data, broadcast video, and video from all three cars. The video from Mr. Stephens' car was incomplete and did not show the specific laps under investigation. The SOM determined from the videos provided by Mr. Long (SRF3 #52) and Mr. Heinig (SRF3 #5) that all three cars traveled at 100+ mph through the incident scene.

The Court of Appeals reviewed the materials provided by the SOM including witness statements, Flagtronics videos, and videos from all three cars penalized. The COA notes that Flagtronics speed data was used primarily to identify possible violators for investigation and was not the determining factor in the assignment of penalties. The data appears to be of adequate precision for this purpose. The COA also notes Mr. Stephens' reference to the absence of a white flag at Turn 11 indicates a lack of understanding of flags by Mr. Stephens. A white flag indicates a slow moving vehicle ahead on the racing surface. That vehicle may be a safety vehicle but may also be a slow moving race car. Emergency vehicles stopped on or near the racing surface are covered by a waving yellow flag.

Mr. Long provided two relevant video files via the SOM. The first recorded the laps from the beginning of the session through the Black Flag that paused the session for an incident in Turn 1. During that segment, which was prior to the incident in Turn 11, Mr. Long and Mr. Stephens, running in very close company, set the fastest laps of the Qualifying 2 session. They passed Turn 11 twice at speed during that segment. On those two laps, Mr. Long was traveling at 117 mph when he turned in, 120 mph at the apex curbing, and 120 mph at the exit curbing. He remained at 100% throttle through Turn 11 on both of these laps.

On the out lap following the Black Flag, a waving yellow was displayed at the entrance to Turn 11 as Mr. Long approached. On this lap, he turned in at 116 mph, was traveling at 115 mph at the apex curbing, and 115 mph at the exit curbing. He maintained approximately 50% throttle through the corner and went to 0% throttle as he approached the safety truck that was driving on the right side of the track. Mr. Long was still traveling at 110 mph when he passed the safety truck on its left.

On the following lap, a vigorously waving yellow was displayed at Turn 11 as Mr. Long approached. On this lap, he turned in at 117 mph, was traveling at 118 mph at the apex curb, and 116 mph at the exit curb. Once again, he maintained approximately 50% throttle through the corner and went to 0% throttle at track out and applied very light

braking. He was traveling at 102 mph when he passed the safety vehicle parked as a blocker and was traveling at 92 mph when he passed the final safety vehicle which was a wrecker retrieving a damaged car.

Mr. Stephens' video for the laps in question was not available and reported to be unusable by the SOM. However, Mr. Stephens drove extremely closely behind Mr. Long throughout as verified by video from Mr. Heinig's car following several car lengths behind.

GCR 6.1.1.B. (Yellow Flag – Waving) states, *“You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.”*

Entering a waving yellow zone through a blind high-speed corner at or near the limit of grip is flagrantly irresponsible and could easily be considered reckless endangerment. The ability to slow significantly and possibly stop is severely compromised until the corner is completed, which in this case occurred deep into the waving yellow zone. In the opinion of the COA, it is hard to imagine a more dangerous place than Turn 11 at Road America and at a more pointless time than on the out lap of a qualifying session to ignore the message conveyed by an extremely vigorously waved yellow flag. This type of behavior is why more and more safety teams are requiring cars on track to be under control before they will respond - delaying response time and increasing the number of full course yellows and black flags which in turn reduces green flag track time for everyone.

All drivers are reminded that when approaching a waving yellow zone, significant adjustments may need to be made prior to reaching the waving yellow flag itself. For instance, a passing attempt may need to be abandoned, or speed may need to be reduced in order to be able to comply with the requirements of the waving yellow zone.

The COA finds the SOM gave the available evidence due consideration and came to a thoughtful and reasoned conclusion and applied a measured penalty that was within their purview. The appellants did not provide additional evidence to contradict the conclusions of the SOM or mitigate the drivers' responsibility in this action.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Long's and Mr. Stephens' appeals are not well founded, and their entire appeal fee will be retained by SCCA.

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CLUB RACING BOARD MINUTES | August 5, 2025

The Club Racing Board met by teleconference on August 5, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager, Jon Krolewicz, Senior Manager, Regional Track Program Development. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #38562 (Thomas Jackson) Restriction of Battery Types in Electric and Hybrid V

Thank you for your letter. The Chair has spoken via email with the author and discussed the depth of experience of the EVAC team. The EVAC continues to work with a variety of safety officials so we can provide proper guidance to event officials at all levels within the Club. This will help promote the safe participation of EVs at SCCA events.

P

1. #38587 (Bart Wolf) Prototype BOP

Thank you for your letter. Please see the response to letter #38929 in this Fastrack.

2. #38672 (KEVIN KLOEPFER) Speed Differential

Thank you for your letter. Please see the response to letter #38929 in this Fastrack.

General

1. #38220 (JOHN FINE) Intermediate Competition License Level

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

2. #38247 (Christopher Childs) Licensing Levels

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

3. #38252 (Paul Gauzens) Support for Letter #38215 to Protect Super Tour Racing

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

4. #38253 (Oscar Jackson) Driving Skills Training for 65+

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

5. #38261 (Sherri Croyle) RR Licensing and grades - CRB Letter 38215

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

6. #38263 (Leland Miller) Support letter 38215

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

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7. #38288 (Jeffrey Young) Applicable to All Club Racing Classes

Thank you for your letter. The GCR currently has verbiage that already provides a pathway for participants to address issues that make them feel uncomfortable. Please see page 4 of the GCR:

“Event Entry Standards

To ensure a welcoming and inclusive environment for all participants, any information provided during event registration or displayed on an entered car—including, but not limited to, sponsor names, car names, car designs, and graphics—that is deemed vulgar, offensive, or inconsistent with our core values will be considered a violation of the SCCA Welcoming Environment. The SCCA reserves the right to remove such information from the registration system or request that participants remove offending designs/graphics from their vehicles. Repeat offenses may result in further action. Please note that event results and images are shared online and with our partners, and we expect all entries to reflect our values of respect, excellence, and inclusivity.”

8. #38294 (Philip Croyle) Support for CRB Letter #38215

Thank you for your letter. Please see the response to letter #38215 in the current Fastrack.

9. #38738 (Barry Borgschatz Jr) Runoffs at Brainerd International Raceway

Thank you for the suggestion of Brainerd International Raceway as a possible location for Runoffs. Everyone on the CRB and related groups who have been there agrees it is a great track, unfortunately the remote location would make it a difficult track for Runoffs to use as viable track. Again, thank you for the suggestion.

10. #38852 (Barry Borgschatz Jr) Runoffs Location

Thank you for the suggestion of Blackhawk Farms as Runoffs Track as a possible Runoffs location. Agreed it is a fun track, unfortunately it would be a significant challenge to hold a 600-car event there and as you have pointed out the length would present some challenges for the larger race groups. Again, thank you for the suggestion.

STL

1. #38501 (Nick LeVerone) 99-05 intake manifold on the BP 1.8L engines

Thank you for your letter. You are allowed to run a 99-05 intake manifold that goes with the engine or the chassis as stated in 9.1.4.G.1.e.

STU

1. #38588 (Eric Heinrich) Re #38007: 275 Tires in STU

Thank you for your letter.

2. #38590 (Eric Heinrich) Cars Unable to Make Weight in STU

Thank you for your letter.

3. #38638 (Darin Treacle) Oppose 275 Tires for Heavier Cars

Thank you for your letter.

Not Recommended

General

1. #38215 (Bradley Davis) Road Racing License modification

Thank you for your letter. Staff is developing a comprehensive license program update for consideration.

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2. #38276 (Jason Stine) Out of Conference Races - Cont.

Thank you for your letter. When the U.S. Majors Conference Championships were established in 2013, they were created to include only specific races but also offer the opportunity for drivers to score points and compete for multiple championships. Counting outside events would extend each Conference Championship to the final Majors race weekend in the country, which can be months after the last scheduled race within a Conference, and which could also result in excluding drivers who believe they have already qualified for the Runoffs.

EP

1. #38765 (David Muramoto) Nissan 350Z E Prod query

Thank you for your inquiry, however, the 350Z is beyond the performance level of EP, therefore its classification is not recommended.

2. #38806 (Bryce McGuire) BMW Restrictor Plate Application

Thank you for your letter, however, the Flat-Plate Restrictors that are currently applied across a variety of BMW's in EP are accurate to current intent, with respect to power output, competition weight, chassis differences, etc. between them.

3. #38882 (Anthony Parker) Triumph GT6 Adjustments

Thank you for your letter. Permitting a non-original intake manifold is against Production Category philosophy. If further positive performance adjustments are desired for this car, other options will need to be proposed and considered that are more in line with class philosophy.

STU

1. #38771 (Matt Busby) Wheel/Tire allowance for STU

Thank you for your letter.

T2

1. #37565 (Joe Aquilante) Mistake in Preliminary Fastrack about Spec Corvette Front Brakes

Thank you for your letter. The changes that you are requesting complicate the relationship between T2 and Spec Corvette. If these changes can be made to the Spec Corvette rules, they'll be permitted in T2.

2. #38504 (Aaron Kaplan) Data Collection and Simplifying the Touring Classes

Thank you for your letter. The BOP in the touring classes is heavily dependent on real-world on-track data. Past results showed that we needed to slow down the M2 CS. We are still waiting to see data that shows that change and the resulting BOP. The use of a simple power to weight formula isn't of interest a practical basis for a good BOP. It does not take into consideration: geometry, aero, gear ratios, torque, the shape of the HP curve, and so on. Even if we did start over with it, we would end up right where we are, making adjustments using data.

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.

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B-Spec

1. #38766 (B-Spec/C-Spec Committee) Consolidate and update suspension rules

In GCR, Section 9.1.10. B-Spec and C-Spec Categories Specifications, change as follows and renumber:

"(Effective 11/1/2025) 33. Maximum 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut to spindle, slotted strut mounting holes at the spindle, and/or by use of any slotted camber only adjuster plate at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made to allow for camber adjustment only. Modifications to the existing holes must only be moved straight inboard even if the existing slots would translate the top of the strut rearward. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts).

34. Suspension: B-Spec 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 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. For B-Spec the maximum spring rate is 500# front and rear. C-Spec competitors may use the OEM Suspension, or the specific suspension kit approved on the spec line. For C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. 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. Springs 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. If a manufacture does not offer an upgrade, a competitor may submit a shock and spring package for approval by the CRB. At the time of approval, that kit will become the standard for that make and model until the manufacture submits a factory supported kit. The competitor supplied kits needs to be comprised of the following: • Any non-adjustable shock absorber intended for the specific make model and year car is allowed. The shock absorber must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. • Any spring up to a maximum spring rate of 500 pounds may be used with the OEM suspension, the manufacturer's upgraded suspension kit, or the Bilstein B14 suspension kit.

36. B-Spec and C-Spec front and rear toe settings are free. Rear toe adjustments may be achieved by the use of shims.

33. Competitors may use the OEM suspension, the approved suspension kit on a vehicle's spec line, or any B14 Bilstein shock/strut with no modifications except as required for mounting or to achieve allowed camber. The required parts to install a B14 kit must be submitted for approval and added to a vehicle's spec line.

B-Spec maximum spring rates are 500 pounds front and rear. C-Spec maximum spring rates are 600 pounds front and 800 pounds rear. Helper springs made of thin flat wire that maintain spring position under full travel are permitted. Tender springs are not permitted. Springs may be fastened to the body to keep the spring seated under full travel.

A maximum of 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber using any camber plate, but it must not alter caster. Caster shall be within factory specifications.

Strut suspensions may adjust camber using slotted upper strut plates, eccentric bolts (crash bolts), and/or slotted strut mounting holes at the spindle. Multilink suspensions may adjust camber using approved parts listed on a vehicle's spec line.

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If upper strut slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made for camber adjustment only. Modifications to the existing holes must only move the strut top inboard even if the existing slots would translate the top of the strut rearward.

Front and rear toe settings are free. Rear toe adjustments on beam axle cars may be achieved using shims.

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."

2. #38767 (B-Spec/C-Spec Committee) Revise rule 13

In GCR, Section 9.1.10.E.13., change as follows:

"“Special performance” specifications from the manufacturer that go beyond those listed on a specification line for a car will not be considered valid. *(Effective 11/1/2025)* ~~Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications shall be withdrawn and/or the eligibility of the car(s) involved will be terminated. The SCCA® Club Racing Board (CRB) is authorized to implement these terminations on an immediate basis without Board of Directors (BoD) approval. In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor"~~

P2

1. #38941 (Club Racing Board) Retain as Regional Class

Effective 1/1/26, in SPORTS RACING CATEGORY, GCR section 9.1.8.C, change the index as follows:

"PROTOTYPE 2 (P2) CLASSIFICATION *(Regional Class Only)* 602"

Effective 1/1/26, in SPORTS RACING CATEGORY CLASSES, GCR section 9.1.8, change as follows:

"Prototype 2 (P2) *Regional Class*"

Effective 1/1/26, in SPORTS RACING CATEGORY, GCR section 9.1.8., change as follows:

"Sports racing cars shall be classified into classes as follows:

- A Sports Racing (ASR) Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)
- Prototype (P)
- Prototype 2 (P2) *Regional Status Only*
- Spec Racer Ford (SRF) Regional Status Only
- Spec Racer Ford 3 (SRF3)
- Prototype Electric (PEV) Regional Status Only
- Radical (SR) Regional Status Only"

Effective 1/1/26, in PROTOTYPE 2 (P2), GCR section 9.1.8.C, change the header as follows:

"(Regional Class Only)"

GCR

1. #38946 (Club Racing Board) Data Collection Devices

In GCR, Section 9.3.16. add the following:

"C. When standard data collection practices have not been able to produce viable data, the following will apply and a note will be added to the specific car's spec line.

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1. AiM part #X47KPF-SOLO2R0 data box mount must be installed on the exterior of the car outside the driver compartment to provide the necessary mounting of the AiM Solo 2 data box. The mounting surface must be approximately oriented either horizontally or vertically and either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. The data box must have a view of the sky and must not be located under carbon fiber or metallic bodywork. Sufficient space must be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on the pre-grid by SCCA-assigned personnel and the collection of the data boxes when cars exit the racetrack. Contact AiM and its distributors for direct purchase of the data box."

General

1. #38532 (Jon Krolewicz) Reduce Requirements for Regional Drivers School Participation

In GCR 3.1., add the following and adjust additional lettering:

"C. Driver Eligibility

1. Age of Majority (Generally 18+ but may vary – check local laws.)

a. Current Annual Membership in the SCCA.

b. Valid government-issued driver's license.

2. Minor Drivers (Defined in Appendix C. 1.3.A)

a. Current Annual Membership in the SCCA.

b. Valid government-issued driver's license or SCCA Novice Permit

c. Parental consent and minor waiver as outlined in Appendix C 1.3.B.1

d. Minor drivers without a state driver's license must have a valid SCCA Novice Permit.

3. Physical and Medical Fitness Drivers must not be on medication or have a medical condition that impacts the ability to participate and be able to handle the physical and mental demands of competition for the length of a session for each session of the event."

SM

1. #38873 (Spec Mazda (SM/SMX) Committee) E-AFM for NA6 platform

In GCR, Section 9.1.7.C.1.J, add new letter c and renumber as follows:

"(Effective 1/1/2026) c. 1.6L cars may convert from the factory Air Flow Meter to the Mazda Motorsports EAFM (Emulated Air Flow Meter) part # 0000-10-6900. The kit must be used in its entirety, and no modifications are permitted."

SMX5

1. #38969 (Spec Mazda (SM/SMX) Committee) Sealed Engine Program SMX

In GCR section 9.1.7.1.6.1 add as follows: *"Effective 1/1/27 all engines for Hoosier Super Tour/Runoffs and all Major events starting in 2028 must be the Roush Performance turn key sealed engine part # 0000-01-5015-KT. NO MODIFICATIONS OR ADJUSTMENTS ARE ALLOWED These engines are purchased through Mazda Motorsports by calling 800-435-2508 or visiting www.mazdamotorsports.com.*

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- 1. All seals on the engine shall remain in place and unmodified at all times. In the event an engine needs to be rebuilt, all engines shall be rebuilt, checked on an engine dynamometer, and sealed through Mazda Motorsports/Roush Performance.*
- 2. Engine maintenance is permitted, and includes the replacement, but not modification of external engine and engine systems parts.*
- 3. There are five (5) seals on the engine. Two (2) on the valve cover, two (2) on the front timing chain cover, and one (1) on the oil pan. They may not be removed or tampered with."*

Taken Care Of

General

1. #38688 (Robey Clark) Formula/Sports Racing Run Group Request

Thank you for your letter. Your request has been referred to the HST committee as they begin planning for the 2026 season.

STU

1. #38885 (Terry Hanushek) TB 25-08 Weight Error

Thank you for your letter. Please see letter # 38919 in current Fastrack.

T2

1. #38576 (Bruce Griffin) BOP Adjustment Request for C5 Corvette SC+

Thank you for your letter. A correction was made to the M2CS spec line that will adjust its BOP.

What Do You Think

None.

Resumes

AS

1. #38244 (Michael Kamalian) AS Board Resume

Thank you for submitting your resume for the American Sedan Advisory Committee. Your resume will remain on file for future positions on the Committee.

2. #38299 (Barry Borgschatz Jr) Resume to Be on Committee

Thank you for submitting your resume for the American Sedan Advisory Committee. Your resume will remain on file for future positions on the Committee.

3. #38715 (American Sedan Committee) Resume

Beth Aquilante has been appointed to the American Sedan Advisory Committee.

FSRAC

1. #38926 (Anthony Stefanelli) Tony Stefanelli CRB Application

Tony Stefanelli has been appointed to the Formula/Sports Racing Advisory Committee.

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SM/SMX

1. #38770 (Spec Mazda (SM/SMX) Committee) Alex Doss added to SMAC
Alex Doss has been appointed to the Spec Miata Advisory Committee.

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DATE: August 20, 2025

NUMBER: TB 25-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2025 unless otherwise noted. 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

1. #38640 (Alex Lozano) Cadillac CTS-V BOP Weight Change

In AS Spec Lines, Cadillac CTS-V (04-07) Restricted Prep., change Weight as follows:

"(Effective 11/1/2025) ~~3450~~3400"

B-Spec/C-Spec

1. #38472 (Caleb Patrie) Alternate Shift Cable Bushings and Rear Spring Seats

In B-Spec Spec Lines, Honda Fit MT (07-08), add to Notes the following:

"(Effective 11/1/2025) Allow Torque Solution Shifter Cable Bushing kit TS-SCB-506."

2. #38768 (B-Spec/C-Spec Committee) Remove Asterisk from Rule 9

In GCR, Section 9.1.10.D.9, change as follows:

*"*If car is used on public roads, these items should be replaced, reactivated, rearmed, etc. when not in competition."*

3. #38847 (B-Spec/C-Spec Committee) Fiesta BOP Adjustment

In B-Spec Spec Lines, Ford Fiesta Hatchback (11-19), change as follows:

Weight (lbs): *"(Effective 11/1/2025) ~~2470~~2525"*

Restrictor (mm) & Type: *"(Effective 11/1/2025) ~~39-FPR~~40 FPR"*

In B-Spec Spec Lines, Ford Fiesta Sedan (11-19), change as follows:

Weight (lbs): *"(Effective 11/1/2025) ~~2470~~2525"*

Restrictor (mm) & Type: *"(Effective 11/1/2025) ~~38-FPR~~39 FPR"*

Electric Vehicle

None.

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Formula/Sports Racing

FA

1. #38783 (Augie Pabst) Re-Consider USF Pro 2000 Car for Formula Atlantic Class

Effective 11/1/25 in FA Table 2, add the following:

Table 2 (Spec Line Cars)						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>(Effective 11/1/25) USF Pro 2000 Tatuus IP-22</i>	<i>2.0 Liter Mazda MZR</i>	<i>See notes</i>	<i>See notes</i>	<i>SADEV SL-82 6-speed sequential transmission</i>	<i>1325</i>	<i>Engine must be sealed in compliance with USF Pro 2000 requirements. Car (chassis, engine, and tires) must comply with all USF Pro 2000 technical specifications found here: https://www.scca.com/pages/technical-forms-and-downloads. The CRB may require a Flat Plate Intake Restrictor or other design intake restrictor or reclassify the car at any time.</i>

FE

1. #38901 (Robey Clark) FE & FE2 Rule Updates

Effective 9/1/25 in FE, GCR section 9.1.1.G.1.A, change as follows:

"Definition

~~FE's with the Mazda 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The Mazda 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules except as noted below:~~

- ~~a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit~~

~~—Must use the following:~~

- ~~b. 2.0L only Intake Manifold Part # WM30106~~
- ~~c. Throttle Body Part # WM591930 Jenvey~~
- ~~d. PE ECU Kit Part # 1192012~~
- ~~e. Nippon Denso Alternator Part # WM902127~~
- ~~f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022~~
- ~~g. PCV Valve Part # WM391502~~
- ~~h. The car shall weigh 1270 lbs. minimum, including the driver.~~
- ~~i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.~~
- ~~j. 2.0L MZR required Spark Plug Part# ND-ITV-24~~

Formula Enterprises cars "FE" with Mazda 2.0L MZR engine are classed as "FE2." FE2 is the primary class in all SCCA events and must run under all FE Preparation rules except as noted below:

Mandatory items

16" MAZDA logo, each side of the engine cowling, Mazda wing logo, front center of the nose cone.

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FE2 minimum weight with driver 1270 lbs as raced.

May use SADEV 6SPD transmission Kit P/N WM1170003 or FE Elite 5 SPD

Oil Filter Adaptor P/N WM301050 & Oil Filter P/N G301022 Motorcraft FL-910-S

Enterprises FE2 bubble tail P/N: WM138014

Mandatory items used as delivered with no modifications that are Drivetrain Infractions

- a. Mazda 2.0L MZR engine P/N WM392709 SCCA Enterprises Spec*
- b. FE2 Intake Manifold P/N WM301061*
- c. Throttle Body Jenevy P/N WM591930*
- d. PE ECU P/N G992012 Spec tune - Password protected*
- e. FE2 Harness Kit P/N WM1190500*
- f. Nippon-Denso Alternator P/N WM902127 or WM902127A Race Proven*
- g. PCV Valve P/N MZR29354*
- h. Spark Plug P/N WM301071 - Denso 5341*
- i. Muffler P/N WM301063*
- j. Crank Sensor Mount P/N WM992011*
- k. Fuel injector P/N WM591929A*
- l. Wideband Controller P/N WM1190503A*
- m. Wideband Sensor P/N G990504"*

Effective 9/1/25 in FE, GCR section 9.1.1.G.2.F.k, change as follows:

"Enterprises bubble tail P/N: WM138014 is allowed for both FE *only* and FE2."

Effective 9/1/25 in FE, GCR section 9.1.1.G.2.G.b.1.a, change as follows:

~~""SADEV Only" when tested and proven -~~ "Flat shift" may or may not be used, competitors' choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional "Auto Blip Kit" may also be used when tested and proven."

Effective 9/1/25 in FE, GCR section 9.1.1.G.2.G.b.1, add the following:

"c. "SADEV ONLY" – No modifications, blue printing, or treatments are allowed and are Drivetrain Infractions."

Effective 9/1/25 in FE, GCR section 9.1.1.G.2.K, change as follows:

"BRAKES

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

- a. Brake pads as labeled and supplied from Enterprises.
- b. ~~Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450". Part# WM801002x Left, Part # WM801003x Right. Min width is .600"~~ *Brake rotors must be used as delivered, Left P/N WM801002A, Right P/N WM801003A. Minimum diameter is 10.450", minimum width is .600"; no drilling or lightening is allowed.*
- c. Master cylinders:
 - ~~Girling front master cylinder is .700" piston diameter, Part #P/N WM802005~~
 - Wilwood front master cylinder .700" P/N WM802005A*
 - Tilton front master cylinder .700" P/N WM802020*
 - ~~Girling rear master cylinder is .750" piston diameter, Part #P/N WM802006~~
 - Wilwood rear master cylinder .750" P/N WM800006A*

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Tilton rear master cylinder .750" P/N 880360

d. Calipers ~~must be~~ AP 4 piston *only*. Part numbers are:

LF #*P/N* WM802004 RF #*P/N* WM802003

LR #*P/N* WM802002 RR #*P/N* WM802001

e. Brake lines are free (no plastic allowed).

f. Driver adjustable manual brake bias is allowed.

g. If used, SCCA Enterprises Part # *Brake line cover P/N* WM803010 Brake Line to Control Arm covers must *may* be used as delivered and must be securely fastened with zip ties/tie straps or tape. Part # ~~WM803010~~ *This* is the only approved part and *it* may serve no other purpose."

Effective 9/1/25 in FE, GCR section 9.1.1.G.2.L, change as follows:

"Front: 8 in X 13 in Part #*P/N* WM 205001 (*black*) or *WM205001B (silver)*

Rear: 10 in X 13 in Part #*P/N* WM205002 (*black*) or *WM205002B (silver)*

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted. *Wheel Bearings are a Drivetrain Infraction.*"

P

1. #38856 (Jason Vinkemulder) 13B Rotary Engine Rules Change Request

Effective 9/1/25 in Prototype Engine Table, Spec Line K, change the restrictor as follows:

"40mm SIR *with fuel injection or 41.5mm venturi with carburetor*"

2. #38916 (Club Racing Board) Add Radical Cup series Radical SR3 spec line to Table 1

Effective 9/1/25 in Prototype Table 1 (Spec Line Cars), add the following:

Table 1 (Spec Line Cars)				
Marque	Wheelbase inches max / Track inches max	Weight / Displacement	Restrictor	Notes
<i>Radical Cup series Radical SR3</i>	<i>See notes</i>	<i>1500 lb min / 1340cc or 1500cc</i>	<i>See notes</i>	<i>See P2 Table 1 spec line. Car must conform with Radical Cup North America Technical Regulations except as follows: Radical wing or P2 class compliant wing and end plate permitted. Wheels and tires are open. Brakes are open and must be P2 class compliant. Radical rear diffuser permitted. Radical assisted shifting permitted.</i>

3. #38929 (Club Racing Board) RM 25-05 - Prototype Engine Table A, 2 Cycle Restrictor Change

Effective 8/1/25 in Prototype Engine Table, Spec Line A, change the restrictor as follows:

"~~40mm~~ *38mm* Restricted Venturi Size"

4. #38943 (Club Racing Board) Clarify spec line cars language

Effective 9/1/25, in Prototype, GCR section 9.1.8.B.K, change as follows:

"~~P2 cars may compete in either the Prototype class or the P2 class but must participate in the Prototype class to the extent necessary to qualify for an invitation to the Runoffs in Prototype.~~ *P2 cars may be modified to comply with the general Prototype rules and Prototype Engine Table or may continue to run in P2 specification in the Prototype class as permitted in Table 1 below.*"

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SRF

1. #38853 (Robey Clark) SRF Rule Updates

Effective 9/1/25 in SRF, GCR section 9.1.8.D.1.V.ff, add the following:

"SRF3 Oil Cooler, P/N G480503 may be used as mounted per the GEN3 Assembly Manual. No fan permitted for SRF. *HD Oil Cooler kit P/N G1148500 may be used as mounted per the GEN3 Conversion Manual.*"

Effective 9/1/25 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 must be used as delivered with no machining of any kind. Minimum thickness 13.25mm (0.522"). 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.~~

- 1. Hawk Blue pads P/N 801993 only*
- 2. Wilwood Vented Rotor P/N 800065 only, as delivered, with no machining of any kind. Minimum thickness 13.25mm (0.522")*
- 3. Wilwood universal caliper Kit P/N 1180008 as delivered, caliper only P/N 800038; Wilwood knock back spring P/N 800045 may be used as delivered, with no machining of any kind, and only one spring per caliper*
- 4. Renault caliper rubber bushings may be replaced with bronze bushings P/N 1196185 or P/N 1196185A*
- 5. Renault caliper piston may be replaced with P/N 1196184 vented piston as delivered, with no machining of any kind*
- 6. Girling .750" Master Cylinder P/N 880358 as delivered, with no machining of any kind*
- 7. Wilwood .750" Master Cylinder P/N 880357 as delivered, with no machining of any kind*
- 8. Tilton .750" Master Cylinder P/N 880360 as delivered, with no machining of any kind"*

GCR

None.

General

1. #38527 (Jon Krolewicz) Classify SCCA Race Experience Cars in GCR 9.1

In GCR, Section 9.1.C.2. change as follows:

"2. In addition, organizers may include *any combination* of the following Optional Regional Classes in their events defined in 3.1.2."

In GCR, Section 9.1.C.2. add the following:

"c. Race Experience Vehicles Race Experience (RE) (Optional Regional Class): Cars which fall within the requirements of Race Experience, meeting vehicle eligibility, performance range and the required modifications and safety gear in SCCA Race Experience Section 3, "Race Experience Vehicles." Note: When running as a class at a GCR event, RE Vehicles should either run as a single class, or be classed with Improved Touring catch-all classes. E.g., IT-EZ, ITX, etc."

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Grand Touring

GT1

1. #38902 (Robert Logsdon) Correction to Limited prep LS Chevy engine for GT1

In GCR, Section 9.1.2. GT1 Spec Lines, GT1 Approved Automobile List, LS1 engine allowed with stock intake, make the following change:

~~"LS1 Limited Prep GT1 Motor~~ *Chevy LS Limited Prep Engine including LS1, LS2, LS3 and LS6."*

"Pistons: Factory or aftermarket flat top pistons only, valve reliefs allowed, coatings allowed. *Maximum compression ratio 11:1.*"

Improved Touring

None.

Legends Car

None.

Production

1. #38871 (Matthew Miller) Please Lower Weight of 280Z

In EP Spec Lines, Nissan 280Z, change Weight (lbs) as follows:

"(Effective 11/1/2025) 2560 2400

**2624 2460*

***2688 2520"*

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #38746 (William Rori) Non-Homologated Engine Swaps - Specifically K24A2 w/ Honda CRZ

In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, Honda K24, change Weight as follows:

"(Effective 11/1/2025) Chart +2%"

2. #38919 (Club Racing Board) Lotus Weight Reduction E&O

In STU Table B: Alternate Vehicle and Engine Allowances, change Weight as follows:

Lotus Elise SC/ Lotus Exige SC: *"2450 2250"*

Touring

None.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS William Moore vs. SOM COA Ref. No. 25-11-CN August 1, 2025

FACTS IN BRIEF

On Sunday, June 8, 2025, following the Group 8 “Big Bore” race at the 2025 Hoosier Super Tour Chicago Region Weathertech June Sprints held at Road America, William Moore, driver of Grand Touring 2 (GT2) #33, filed a Protest against Ike Keeler, driver of GT2 #115. Mr. Moore alleged Mr. Keeler violated General Competition Rules (GCR) Appendix L. 4.8.8. (Engines) Addendum E.13. by utilizing a non-compliant ECU in his Ford Mustang TA2.

The Stewards of the Meeting (SOM) Jim Marinangel, Matias Bonnier, and Orval Brown (Chair) met, reviewed the available evidence and disallowed the Protest. Mr. Moore appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Kish, Laurie Sheppard, and Costa Dunias (Chair) met on June 26, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Moore, submitted June 13, 2025.
2. Official Observer’s Report and related documents, received June 25, 2025.
3. Photos labeled 1, 2, 3, and 4, received June 25, 2025.
4. Email and photo from Matthew Cruz, AEM Performance Electronics, received June 25, 2025.

FINDINGS

Mr. Moore provided an email and photo from the manufacturer of the required AEM Performance Electronics TA2 ECU to compare against the photos of both cars’ ECUs already reviewed by the SOM. The manufacturer’s representative explained that while the ECU shown in the email is the only one specified for the Trans-Am series, AEM also offers a universal ECU with a serial number lacking the letters “TA”.

The COA was unable to provide a fair analysis of the process and substance of the protest decision because the photos received from the SOM were not labeled indicating which car each photo depicted. Also, the witness statement from the GT Line Chief states “ECU in car is AEM” but does not verify it is the TransAm ECU. The COA found it impossible to resolve the questions regarding the evidence without acting as a first court

– an action prohibited by GCR 8.4.5.C. The COA invoked GCR 8.4.5.A.2. and requested a rehearing by the original first court utilizing the new evidence provided by Mr. Moore.

The SOM determined Mr. Keeler's ECU was not compliant with GCR GT2 Spec Lines and Appendix L. 4.8.8. (Engines) Addendum E.13. which states, "...the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA)." Car #115 was moved to last finishing position (fifth in GT2). The SOM's decision nullified the arguments in Mr. Moore's appeal and the COA sets it aside. Mr. Keeler did not appeal the ruling.

DECISION

The COA accepts the decision of the SOM as overtaking Mr. Moore's appeal. Mr. Moore's appeal will not be heard, and his entire appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Richard (Scott) Mooney vs. SOM COA Reg. NO. 25-14-CN August 14, 2025

FACTS IN BRIEF

On Saturday, July 12, 2025, following the Group 1 Race 1 at the 80's CAT Majors held at Road America, Gino Carini, driver of Touring 4 (T4) #127, protested Richard (Scott) Mooney, driver of T4 #129, for contact causing Car #127 to go off course in Turn 12 and fail to continue.

The Stewards of the Meeting (SOM) Brad Davis, Bryan Deane, and Peter Olivola (Chair) met remotely, reviewed the evidence, and heard witnesses. The SOM determined Mr. Mooney violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact) and D. (Responsibilities during passing) by failing to avoid physical contact and afford Mr. Carini racing room. The SOM penalized Mr. Mooney with a loss of position, placing him behind Car #127, plus three race weekends probation, which incurred three penalty points on his competition license.

Mr. Mooney appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, Lee Hill, and Bev Heilicher (Chair) met on August 7, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Richard (Scott) Mooney, submitted July 22, 2025.
2. Official Observers Report and related documents and videos, received July 31, 2025.
3. Edited video segments provided by Mr. Mooney, received July 31, 2025.
4. Email from Peter Olivola, SOM Chair, received August 6, 2025.

FINDINGS.

In his appeal, Mr. Mooney asserted Mr. Carini (Car #127) was not in control of his car, making a low percentage move on Super Touring Lite (STL) #18 driven by Adam Sargis, or blocking. Mr. Mooney stated he initiated a pass on STL #09, driven by Max Kittleson, and gained on Car #127 unintentionally. Mr. Mooney believes the penalty was too harsh for the incident.

The SOM interviewed both drivers as well as the driver of the trailing car, Max Kittleson (Car #09). The SOM collected their Witness Statements and reviewed the in-car video from Car #129 and Car #09. Mr. Carini (Car #127) was not able to produce his video upon request and received a reprimand and one penalty point on his license for violation of GCR 2.1.5. (Failure to obey a race official). The SOM ruled Mr. Mooney was solely at fault in the incident.

The COA reviewed all available videos, and notes that prior to entering Turn 12, Car #18 was leading a group of 4 cars followed in order by Cars #127(Carini), #09 (Kittleson), and #129 (Mooney). As they approached Turn 12 (Canada Corner) on lap 1, Mr. Carini was closing on Car #18 who was running a slightly defensive line. Mr. Mooney moved to the right and began a pass on Car #09 who made no effort to defend. Mr. Mooney's line took him from mid-track early in the brake zone directly toward the apex of the corner. Car #129 (Mooney) did not achieve any overlap on Car #127 (Carini) until the beginning of the apex curbing and Mr. Mooney did not achieve sufficient overlap on Car #127 to have earned the right to racing room. As Mr. Carini neared the apex, the left front of Car #129 made contact just ahead of Car #127's right rear causing #127 to rotate clockwise 90 degrees and Car #129 contacted Car #127 again – this time with the front of Car #129 contacting the right front wheel of Car #127 causing Car #127 to rotate counterclockwise.

Mr. Mooney asserted he gained on Car #127 unintentionally and in his witness statement he alleged he did everything he could to slow enough to avoid contact. Mr. Carini's actions prior to the contact appeared to be a response to his position relative to Car #18 ahead and the COA concludes it was not an effort to impede Car #129.

The COA finds Mr. Mooney initiated and completed a pass on Car #09 at the entrance to Turn 12. As the cars turned for the apex of Turn 12, Mr. Mooney continued his effort to overtake Car #127. However, the opening no longer existed, and Mr. Mooney made contact with Car #127 (Carini). The COA finds Mr. Mooney violated GCR 6.11.1.A. and D. (Rules of the Road).

The COA finds the SOM gave the available evidence due consideration and came to a thoughtful and reasoned conclusion regarding fault. The SOM consulted driver history and the 2025 Penalty Guidelines when applying a penalty that was within their purview. The evidence provided by Mr. Mooney was insufficient to contradict the conclusions of the SOM or mitigate his responsibility in this action.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS William Moore vs. SOM COA Ref. No. 25-15-CN August 10, 2025

FACTS IN BRIEF

On Sunday, June 8, 2025, following the Group 8 “Big Bore” race at the 2025 Hoosier Super Tour Chicago Region WeatherTech June Sprints held at Road America, William Moore, driver of Grand Touring 2 (GT2) #33, filed a Protest against Ike Keeler, driver of GT2 #115, alleging violation of General Competition Rules (GCR) Appendix L. 4.8.8. (Engines) Addendum E: E.13: which states, “All Ford engines must use the Trans Am AEM 508 Infinity ECU...”.

The Stewards of the Meeting (SOM) Matias Bonnier, Jim Marinangel, and Orval Brown (Chair) met, reviewed the available evidence and disallowed the Protest. Mr. Moore appealed the decision of the SOM (see COA 25-11-CN).

The Court of Appeals found pertinent evidence provided by AEM Performance Electronics was not available at the first hearing and ordered a rehearing of the Protest. The SOM subsequently ruled the ECU in GT2 #115 was not compliant with Appendix L. 4.8.8. (Engines) Addendum E: E.13:, and penalized Mr. Keeler with loss of position, moving him to last in class, which incurred 2 penalty points on his competition license. Mr. Moore appealed the new decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jack Kish, Laurie Sheppard, and Costa Dunias (Chair) met on August 7, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal correspondence from Mr. Moore, received July 30, 2025.
2. Official Observer’s Report and related documents (original), received June 25, 2025.
3. Second Hearing documents, received August 1, 2025.

FINDINGS

Upon receipt of the decision by the SOM regarding the rehearing of Mr. Moore’s Protest, Mr. Moore requested a continuation of his original appeal. He asserted that while the rehearing confirmed the protested ECU was not compliant, the penalty imposed was inconsistent with similar published determinations of non-compliance in the past. Mr. Moore further argued the non-complaint ECU offered “a measurable

competitive advantage and should therefore be subject to the more severe penalties outlined in the SCCA Road Racing Penalty Guidelines.”

The COA reviewed all documentation from both the original and the second hearing on the compliance of the ECU, as well as Mr. Moore’s characterization of the significance of the non-complaint part. The court finds no evidence of intent or deliberate action by Mr. Keeler in those documents. However, per GCR 5.9.2.B., “...in the case of technical violations, the participant acknowledges, understands, and agrees that they are responsible to fully know every component of their vehicle and ... will be charged with any applicable violation and penalty.” The SOM ultimately ruled Car #115 finished ahead of several cars using a non-complaint ECU. The COA notes after being moved behind those cars, Mr. Keeler still received fifth place points in multiple scoring arenas toward year-end awards.

The COA notes the 2025 SCCA Road Racing Penalty Guidelines state the penalty for post-race determination of non-compliance as, “...SHALL be moved behind compliant cars and MAY lose points.” The COA finds the SOM made a thoughtful and reasoned decision on the compliance of the ECU and adjusted the race results according to the current penalty guidelines. The documentation from the SOM is silent on the matter of points.

The COA finds a significantly non-compliant car must not be awarded points for any event in which it participates, based on the determination of the SOM. As the SOM did not specifically rule in the matter of points, the COA finds Mr. Keeler will not be awarded fifth place points in Hoosier Super Tour, U.S. Majors Tour, or divisional points tallies for his participation on June 5, 2025. This modification to the original penalty does not impact the penalty points assigned to Mr. Keeler based on the loss of position, nor does it incur additional penalty points.

DECISION

The COA upholds the decision of the SOM with a penalty modification. Mr. Moore’s appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | September 2, 2025

The Club Racing Board met by teleconference on September 10, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs and Mark Weber, BoD liaisons; Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Glen Thielke, Data. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #38752 (Tobin Schuster) Aborted Race Start

Thank you for your letter. The appropriate reference section for flag display on an aborted start in Club Racing is in the first sentence of GCR section 6.5.4.A: "The Starter will abort the start by displaying no flag and shaking their head in the negative."

SMX5

1. #38572 (Will Schrader) In Support of Single Source Engine Supplier

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

2. #38573 (Jon Davies) Support for Sealed Engines

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

3. #38574 (Steven Phillips) Support for Single Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

4. #38577 (Jason Rawlins) Support for Single Sourcing Engines in SMX

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

5. #38595 (Kristine Craine) Support of the Single Source Engine Provider for the SMX Class.

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

6. #38605 (Alex Phelps) Support for Engines/SMX - What do you think

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

7. #38661 (Ben Jacobs) Proposed Single Source Motor Feedback

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

8. #38686 (Ken Sutherland) Parity/Support the Roush Single Source Engine Supplier.

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

9. #38726 (Todd Miller) Support for SMX Single Source Motors

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

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10. #38739 (Ethan Barker) Spec MX5 Single Source Engine Builder Will Hurt the SMX Class

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

11. #38741 (Ryan Gutile) Sealed Engine Feedback for SMX

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

12. #38769 (James Ebben) Opposed to Single-Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

13. #38823 (Cliff Ebben) Opposed to Single-Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

14. #38832 (Cam Ebben) Opposed to Single-Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

15. #38848 (Jarrett Jones) SMX Single Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

16. #38849 (Benjamin Merwin) Single Source Engines Feedback

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

17. #38850 (Jason Fichter) In Support of Single Engine Supplier

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

18. #38854 (David Pintaric) 38524 Sealed Engine Proposal Feedback

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

19. #38855 (Moss Caballero) Single Sourced Engines Concern

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

20. #38857 (Andy Hill) SMX Engine Change Feelings

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

21. #38864 (Daniel Goff) Opposition of Single Manufacture Engines for Spec MX5.

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

22. #38865 (Stephanie Andersen) Sealed Engine Proposal

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

23. #38866 (RICHARD BARATTA) Opposing Sealed Engines

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

24. #38867 (Fred McConnell) Single Source Programs Kill Competition

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

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25. #38868 (Christopher Haldeman) Rejection of Sealed Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

26. #38869 (Dave Hicks) Owner Operator Hicksmotorsports

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

27. #38874 (Bryan Lampe) #38524 (Spec Mazda (SM/SMX) Committee) SMX Single Source Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

28. #38875 (Tim Ferrick) SMX WDYT Sealed Engine

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

29. #38876 (Greg Andrews) Single Sourcing Engines (Roush)

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

30. #38877 (Kevin Duchak) Single Sourced Motors.

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

31. #38878 (Aaron Cole) SMX SINGLE SOURCE ENGINE

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

32. #38903 (Stephen K Jones) Against the Rule to Change to Single Source Engine Supplier.

Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

Not Recommended

GCR

1. #38756 (Mark Hutchins) Passing

Thank you for your letter. The Club Racing Board does not recommend this change. The rule on passing is adequate as defined. From a corner worker perspective, a car arriving and then being alongside a slower car in a no passing yellow zone is likely indistinguishable from a car that is passing another car. Asking a busy corner worker who is responsible for waving a yellow flag to distinguish which car is ahead by a nose or a wheel when cars are side-by-side in a no passing zone is not practical.

General

1. #38460 (Larry Pannemann) Data Recorder Proposal

Thank you for your letter. We are not able to accomplish this at this time, but it may be a part of what our data program could look like down the road.

ITS

1. #38925 (Paul Ronie) 2006-2015 Mazda MX5 Weight for ITS

Thank you for your letter. The weight will remain at 2740 pounds. Please refer to letter #36373 in October 2024 Fastrack.

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EP

1. #38899 (Doug Piner) Incorrect Info in Response to 38566

Thank you for your letter. The current 50lbs difference between the 2.5L Z4 and 2.5L Z3 is fair until additional data and results prove otherwise. They are not the same car, with different suspension design, bodywork, and aero drag (increased frontal area does not always increase aero drag). The brake sizes are very similar, and both are permitted the same max 18x8 wheel width. If there are concerns with sourcing a 17" or 18" racing slick, then consider running a 15" wheel like most current BMW Z3 and E36 racers in EP are doing.

SM

1. #38420 (Jim Drago) Rear Upper Control Arms

Thank you for your letter. SMAC does not feel this change is necessary at this time.

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. #39016 (Club Racing Board) Replace GCR Section 9.1.6.

In GCR, Section 9.1.6. and Spec Lines, replace in their entirety as follows:

9.1.6. AMERICAN SEDAN CATEGORY

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in lower cost V8 powered automobiles, suitable for racing competition. Cars eligible for this class are listed at the end of 9.1.6. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. Modifications will be grouped into two categories, "Full" preparation and "Restricted" preparation. All modifications will specify the category to which they apply. The Club may alter or adjust certain specifications to equate competitive potential.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

1. The competitiveness of any car in American Sedan shall not be guaranteed. Adjustments may be made to all vehicles to achieve a Balance of Performance, BOP.

~~Restricted Preparation Cars Engines Only:~~ Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web- based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/ Service Manual upon request is adequate for disqualification from any event.

C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.
 - a. Cars are classified by year, make, model, **Full or Restricted Preparation Engine**, and/or engine displacement (**See Specification Lines**) (~~see Section E., "Car Classification"~~). ~~Restricted preparation American Sedan cars must provide their Vehicle Identification Number (VIN) upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.~~
 2. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.
 3. ~~Cars potentially eligible for Restricted Preparation may be required to run in Touring for at least two years before being classified in American Sedan. Cars not classified in Touring will be considered, on an individual basis, when adequate information is available to determine correct specifications.~~ Where Factory Specifications are absent or unclear, SCCA may establish an acceptable dimension and/ or tolerance from known stock parts.
4. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.

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D. AUTHORIZED MODIFICATIONS

The following modifications are authorized on American Sedan Category cars. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules.

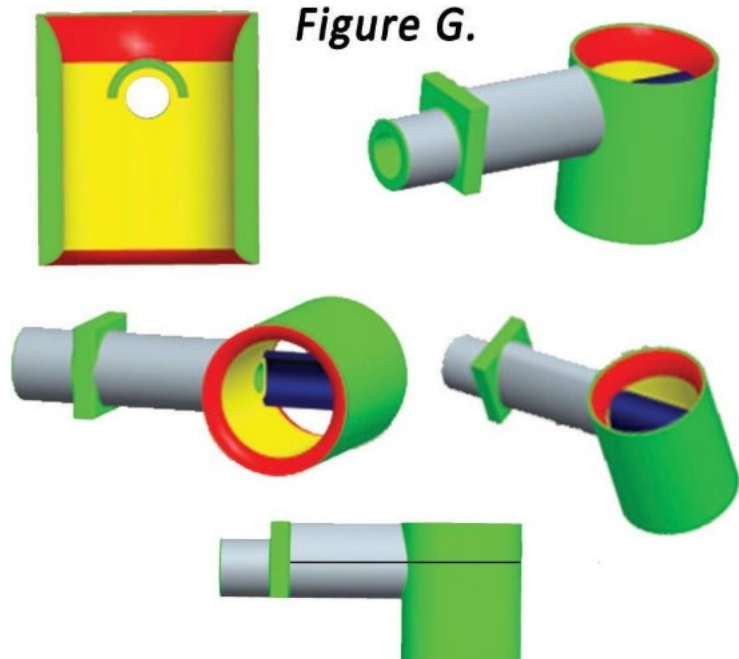
1. Engine (additional specs., see Section F – *Full Preparation* Engine Build Sheets)
 - a. Air Induction System:
 1. Full preparation *Engines* only:
 - a. All ~~cars~~ *engines* shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, and exhaust crossover may be blocked, 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.
 - b. Any external throttle linkage to the carburetor may be used. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
 - c. All air entering the intake tract shall pass through the carburetor air inlet.
 - d. An open-sided, closed-top air cleaner assembly, with a maximum diameter of 16 inches, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required.
 - e. Filter element material is unrestricted.
 - f. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.
 2. Restricted preparation ~~cars~~ *engines* only:
 - a. All unmodified OEM induction system components (such as, but not limited to air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.
 - I. ~~Non-OEM Cold air induction systems are allowed.~~ *Any commercially available cold air intake that bolts onto the engine is allowed. No modifications to the body, chassis, grill, or bumper are permitted when installing a cold air intake. Ram air is NOT allowed.*
 - II. Air filter element material is unrestricted.
 - III. Restrictor plates may be required. Refer to vehicle specification line.
 - IV. *Ford 5.0 Coyote engines (Gen 1, 2, and 3) may all use the Gen 1 exhaust manifold.*
 - b. Fuel Pumps/Lines:
 1. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is removed, a blanking plate may be used to cover the original mounting location.
 2. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.
 3. Fuel Delivery:
- Full preparation ~~Cars~~ *engines* only:
 - a. Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers “4776”. Additional numbers stamped on the horn section of the carburetor, such as “-X” (indicating the die lot number for that carburetor) and “XXXX” (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (each base gasket can be no thicker than .125 inches) may be used, one on each side of the insulator.
 - b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. 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). Any butterfly attach screws can be used. Carburetors may be modified to allow “four corner” idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). Vent tubes may be modified or replaced and must be no taller than 2.0” when measured from the circular air cleaner mounting surface on the carburetor to the topmost part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.

Boosters must be shaped as shown fig. g below:

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Note: black line represents a casting line that should be present.

4. Restricted preparation ~~cars~~ **engines** only:
 - a. OEM fuel injectors and fuel rail assembly must be maintained. To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.
 - b. ~~The engine management computer or ECU may be altered but not replaced. All modifications shall be done within the original housing. ECUs must be able to communicate through the stock OBD reader port.~~ **Any ECU/ECM may be used.**
 - c. Exhaust emission control:
 1. A.I.R. (Air Injection Reaction) pumps, associated lines, nozzles, and other electrical/mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.
 2. Catalytic converter(s) may be removed.
 - d. Exhaust:
 1. Full preparation engines only:
 - a. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.
 - b. Exhaust after the manifolds/headers must meet the below requirements but is otherwise unrestricted.
 - c. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
 - d. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.
 2. Restricted preparation ~~cars~~ **engines** only:
 - a. OEM exhaust manifolds must be maintained unless indicated on a specification line.
 - b. Oxygen sensors may be removed and plugged.
 - c. Exhaust after the manifolds must meet the below requirements but is otherwise unrestricted.
 - d. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
 - e. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.
 - e. **Ignition System:**
 1. Full preparation engines only:
 - a. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.
 - b. Crank fire ignition systems are prohibited.
 - c. Any spark plugs, single coil, and ignition wires may be used.
 - d. Ignition timing is unrestricted.
 2. Restricted preparation ~~cars~~ **engines** only:
 - a. OEM or factory equivalent ignition system must be utilized for detection and distribution.

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- b. OEM or factory equivalent coils must be utilized.
 - c. Any spark plugs and ignition wires may be used.
 - d. Ignition timing is unrestricted.
 - f. **Battery:**
 - 1. Any 12 volt battery may be used.
 - 2. The battery may be relocated as per GCR section 9.3 Batteries.
 - 3. Additional battery hold down devices may be used and are strongly recommended.
 - g. **Camshaft/Valvetrain:**
 - 1. Full preparation ~~cars~~ **engines** only:
 - a. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash.
 - b. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and gear driven timing systems are prohibited unless fitted as original equipment.
 - c. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or “mushroom” lifters are prohibited. See Section F – Engine Build Sheets for additional specifications.
 - d. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.
 - e. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted using a minimum of eight shafts. Valve train stud girdles are allowed.
 - f. Pushrods may be replaced with any pushrods of steel (ferrous) material.
 - g. Valve covers are unrestricted.
 - 2. Restricted preparation ~~cars~~ **engines** only:
 - a. OEM camshaft and valvetrain components must be utilized based on vehicle year and model. Updating and/or backdating within a specification line is permitted.
 - b. All camshaft/valvetrain hardware shall be installed/timed in conformance with those specifications and procedures outlined by the vehicle’s manufacturer.
 - c. Alternate camshafts may be specified for performance equity. See specification line.
 - d. Valve covers are unrestricted.
 - h. **Oiling system:**
 - 1. Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted.
 - 2. A pressure accumulator/” Accusump” may be fitted.
 - 3. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork.
 - 4. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose.
 - 5. Engine oil and oil additives are unrestricted.
 - 6. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment
- Accessory Drive:
- 1. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.
 - 2. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.
 - 3. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs maybe added.
 - 4. Any power steering and/or alternator brackets may be used if they perform the same mounting function as the originals.
 - 5. Air conditioning systems may be removed in whole or in part.
 - i. **Engine Components:**
 - 1. Full preparation ~~cars~~ **engines** only:
 - a. Engine block shall be cast iron as produced by the vehicle’s manufacturer and must meet the requirements in Section F – Engine Build Sheets.
 - b. Main cap girdles may be fitted.
 - c. Any aluminum replacement piston with three piston rings may be used. See Section F – Engine Build Sheets for additional specifications.
 - d. Piston rings are unrestricted.
 - e. Balancing and “blueprinting” of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.
 - f. An alternate, commercially available, vibration dampener may be fitted.
 - g. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from or added to the cylinder head(s) further than one (1) inch in from the mani- fold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.

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h. The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than

~~1.100~~ **1.200** inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. No material shall be removed, added or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.

i. Valve guide material is unrestricted.

j. Milling of the cylinder head to increase compression ratio is permitted.

k. Any or all valve seats may be replaced. Valve seat material must be ferrous.

l. The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2. This repair/modification may serve no other purpose.

m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used.

n. A valve job will consist of 3 valve angles only not including the throat cut angle. Each of these valve angles is open. The widths of the valve angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. All valve cuts must be concentric with the valve stem. Additional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1.

o. Aftermarket starters mounted in stock location are permitted.

p. Engine gaskets are unrestricted.

q. Motor mounts are unrestricted. Engine must remain in the original, or approved location.

2. **Restricted preparation cars engines only:**

a. OEM engine components must be utilized based on vehicle year and model. Updating and/or backdating within a specification line is permitted. Replacement parts may be purchased from alternative standard outlets such as parts stores, provided they are equivalent of the stock OEM part.

- Replacements parts include:

- Pistons and rings

- Bearings

- Oil pump

- Starter

- Seals

- Gaskets

b. OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches over the bore size listed in vehicle's specification line allowed).

c. OEM oversized piston rings or factory equivalent may be used for repair purposes.

d. OEM oversized bearings or factory equivalent may be used for repair purposes.

e. Engine repair procedures shall be performed utilizing OEM procedure or Factory Service bulletins. Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.

f. Balancing is allowed. Removal of material solely for the purposes of balancing is permitted.

g. Motor mounts are unrestricted. Engine must remain in the original location.

h. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.

j. Flywheel/Clutch:

a. Any flywheel of stock diameter and weighing a minimum of 15.0 lbs with ring gear may be used.

b. Any clutch disc and pressure plate of stock diameter may be used.

c. Pressure plate/clutch cover assembly shall be ferrous only and shall bolt in the original stock mounting location.

d. Balancing of the flywheel/clutch cover assembly/pressure plate is permitted.

e. SFI 1.1 or 1.2 spec flywheel and clutch are allowed as long as they meet the above specifications. Method of clutch actuation is unrestricted.

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- k. Misc. Engine Components:
 - 1. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.
 - ii. Cleaning:

Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.
 - iii. Coatings/Paint:

Unless otherwise restricted within the AS rules, paints and coatings are permitted on drivetrain components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.
- 1. Engine Cooling System:
 - a. Radiator:
 - 1. Any radiator may be used, provided it can be mounted in the original location and requires no body or chassis modifications to install.
 - 2. Catch and/or expansion tanks may be added or substituted.
 - 3. Engine coolant fluid is unrestricted.
 - 4. Coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.
 - 5. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils and controls. Any resulting holes in the firewall must be plugged or covered.
 - 6. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
 - 7. Screens may be mounted in front of the radiator and/or oil cooler(s) and must be contained within the bodywork.
 - b. Coolers:
 - 1. Engine and power steering oil cooler(s) may be added or substituted.
 - 2. Location within the chassis is free, provided that it/they are not mounted within the driver/ passenger compartment.
 - c. Cooling Fans:
 - 1. Any cooling fans may be used. Cooling fans may be removed.
 - 2. Electrically operated fans with manual or automatic actuation may be fitted.
- 3. Transmission/Final Drive:
 - a. Transmission:
 - 1. ~~Full preparation engines only:~~

Any H-Pattern 4 or 5, *or 6* speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a 50 lbs. weight penalty, *If ratios 2.20, 1.64, 1.28, 1.00 are used with face engagement 50lb weight penalty will be added.*

 - a. Any first gear ratio greater than 2.5 is permitted. *The stock Ford Transmission MT82 may be used in any American Sedan Ford Car.*
 - b. Any conventional H-pattern, non-sequential shifter may be used.
 - c. Transmission mounts are unrestricted.
 - d. Transmission lubricants are unrestricted.
 - e. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.
 - 2. ~~Restricted preparation cars only:~~
 - a. ~~OEM or Factory equivalent transmission components must be utilized. Updating and/or back-dating within a specification line is permitted.~~
 - b. ~~Transmission repair procedures may be performed utilizing OEM procedures.~~
 - c. ~~Any conventional H-pattern, non-sequential shifter may be used.~~
 - d. ~~Transmission mounts are unrestricted.~~
 - e. ~~Transmission lubricants are unrestricted.~~
 - f. ~~Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.~~
 - 3. ~~All Cars~~
 - a. *Any four speed synchro mesh transmission maybe used with gear ratios 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00. If ratios 2.20, 1.64, 1.28, 1.00 are used 50lb weight penalty will be added.*
 - b. *Tremec TKX with ratios 2.87, 1.89, 1.28, 1.00, .81 is allowed*
- b. Driveshaft:
 - 1. OEM driveshafts may be replaced with any one piece driveshaft of steel or aluminum construction.
 - 2. The driveshaft may be modified to fit alternate differentials and/or transmissions.
 - 3. Driveshaft loops are permitted/recommended.
- c. Rear Axle/Final Drive:
 - 1. Any OEM rear axle assembly is permitted, provided it was available in the listed vehicles contained within the specification line.
 - 2. Ford 9" rear axles are permitted in all cars. Center section shall be of ferrous material.
 - 3. Dana 44 axles are permitted in all cars.
 - 4. Any final drive ratio is permitted.
 - 5. Any limited slip or locked differential is permitted.
 - 6. C-clip eliminators are permitted.

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7. Full floater axles are permitted.
 8. Aftermarket or modified rear differential covers are allowed.
 9. Differential coolers are permitted. Dry Sump differential coolers are not permitted.
 10. For any rear axle assembly, welding of the rear axle tubes is permitted.
 11. *Rear independent axle assemblies*
 - *Axles are unrestricted, provide they are the same material as stock. (i.e. no titanium or aluminum)*
4. Suspension:
- a. Ride Height- Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the sheet metal rocker panel, but not to include welded seams, stock ground effects cladding, or fasteners.
 - b. Springs and Shock Absorbers:
 - I. Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. Front suspension coil over springs and shocks are prohibited, unless fitted as original equipment. Rear spring relocation to the shock is permitted.
 - II. Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment from within the cockpit or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems while the car is in motion. Magnetic shocks are not permitted.
 - III. Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.
 - IV. Spacers, including threaded units with adjustable spring seats (weight jacks), may be used with coil springs. If spacers are used, they shall be located on and shall be permanently attached to existing chassis or suspension structure but shall not serve as a reinforcement to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.
 - V. Limiting straps to preclude a spring from becoming dislodged are permitted.
 - c. Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.
 - d. Suspension Mounting Points:
 1. Cars may adjust camber by the use of eccentric bushings at the lower control arm pivot points, by the use of eccentric bushings at the upper suspension control mounting points, and/or by use of slotted adjusting plates at the upper suspension mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the upper suspension mounting point to facilitate installation of adjuster plate.
 2. Rear camber shall be no more than 1/2 degree negative per side. If equipped with IRS, rear camber shall be no more than 2 degree negative per side.
 3. All forms of suspension may adjust caster by means of shims or eccentric bushings. All cars may adjust caster at the upper suspension mounting point/plate.
 4. One (1) stay rod may be fitted between the upper front strut/shock towers. One (1) reinforcement bar may be fitted between each front strut/shock tower and the firewall.
 5. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.
 6. Any rubber bump stops may be used, but their chassis mounts, brackets, etc., shall not be altered in any way. Rubber bump stops may be removed.
 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. Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location.
 8. The use of offset steering rack bushings is permitted. Any tie rods and tie rod ends may be used. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.
5. Brake System:
- a. Materials:
 1. Brake pads, brake linings, and brake fluid are unrestricted.
 2. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted.

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3. Hubs shall be of ferrous material or aluminum.
4. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.
5. Rotor shall be of ferrous material. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.
6. Mounting brackets shall be of metallic material.
7. Materials may differ from above if OEM hardware is utilized.
8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.

Components:

Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use.

Parking brakes, mechanisms, and actuating components may be removed.

- a.
 - b. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.
 - c. Front spindles/knuckles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.
 - d. Any front caliper using four (4) or fewer pistons and using one (1) brake line per caliper is allowed.
 - e. Any rear caliper using four or fewer pistons and using one brake line per caliper is allowed.
 - f. Rear caliper mounting brackets may be substituted.
 - g. **Max rotor diameter 14.18". Max rotor thickness 1.5". (Front and Rear)**
9. ~~Restricted preparation cars only:~~
 - a. ~~Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use.~~
 - b. ~~Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized.~~
 - c. ~~Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 13.1 inches X 1.27 inches. (full prep spec lines 10x)~~
- c. System Control:
 1. Brake system circuitry may be revised.
 2. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar).
 3. Any pedal assembly, including the throttle pedal, clutch pedal, clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be used. The pedal assembly, and master cylinders, may be relocated. Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation and shall not serve any other purpose. Dead pedal/footrest and heel stop may be added.
 4. Any brake booster may be used. The brake booster may be removed. A vacuum reservoir or booster may be added.
 5. A brake-bias adjustment cable is permitted.
 6. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.
 7. ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.
6. Wheels/Tires:
 - a. Wheels:
 1. Maximum wheel diameter is ~~17-18~~ inches, unless otherwise indicated within the vehicle specification line.
 2. Maximum wheel width is restricted based on the following:
 - I. Vehicles with max tire size of 275mm, max rim width is 10 inches
 - II. Vehicles with max tire size of 295mm, max rim width is 11 inches
 - III. ~~Vehicles with max tire size of 315mm, max rim width is 12 inches~~
 - IV. ~~Vehicles with max tire size of 335mm, max rim width is 13 inches~~ Unless indicated within the vehicle specification line. **Additional sizes specified in a vehicle's specification line are permitted.**
 3. Knockoff or quick change type wheels are prohibited.
 4. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
 5. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground.
 6. Any wheel stud, bolt, and/or nut is permitted.
 - b. Tires:
 1. Max tire size ~~for all cars is 275, unless~~ is indicated within the vehicle specification line.
 2. Weight penalty for increased width may be assigned within specification line.
 3. Tires must conform to GCR section 9.3 Tires.

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4. American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:

- BFGoodrich R1 & R1S
- Goodyear DOT radial DOT R compound
- Hankook Ventus Z214 C51/Medium
- Hoosier R7 or R6, RCES or WET/H20 or W2
- Kumho Ecsta V700 series
- Nitto NT01
- Toyo R888, Toyo Proxes RA1, or Proxes RR
- Yokohama A048 or A052
- Maxxis Victra RC-1

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

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

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

7. Body/Structure:

a. Fenders:

1. Fenders and wheel openings shall remain unmodified.
2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.
3. 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.
4. Any non-metallic inner fender liners may be used or removed.

b. Air Dams/Spoilers:

1. A front spoiler/air dam is permitted.
2. The front spoiler/air dam shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground.
3. The front spoiler/air dam shall be mounted to the body and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. No part of the front spoiler/air dam shall be lower than three (3.0) inches from the ground. OEM (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.
4. The front spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs.
5. The front spoiler/air dam shall not cover the normal grille opening(s) at the front of the car.
6. Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.
7. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the specification line for that vehicle.

c. Bumpers/Fascias:

1. Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. Bumper absorbing material may be removed.
2. Front parking/fog light assemblies may be removed for ducting of air.

d. Hood/Roof/Trunk/Rear Deck:

1. Hood and trunk pins, clips, or positive action external latches are permitted.
2. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.
3. Any hood/trunk hinges may be removed.
4. Under hood bracing on stock hoods, trunks, and rear decks may be modified or removed.
5. Steel, aluminum, or fiberglass hoods may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height. Otherwise, the external profile of the hood shall remain stock.
6. Ram air openings and rear openings must be blocked off to prevent passage of air.
7. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

e. Glass:

1. OEM or factory equivalent windshield is required.
2. Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.
3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12) must be OEM or factory equivalent.
4. Windshield defrosters are allowed as long as they serve no other purpose.

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5. Any windshield wipers, motors, arms and brackets may be used or removed.
- f. Doors:
 1. The door window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed.
 2. The stock side impact beams may be removed when NASCAR-style door bars are installed. Original door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.
- g. Frame/Subframe:
 1. The frame or subframe shall be stock for body used.
 2. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125".
 3. Sub frame connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member. Seam/stitch welding is permitted.
 4. A connector may be added between the left and right front frame rails forward of the front axle centerline.
- h. Weather Stripping/Seals:
 1. Engine compartment, trunk, hatch, and door rubber seals or weatherstripping may be removed.
- i. Repair/Modification:
 1. All chassis/structural repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions.
 2. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited.
 3. Unless authorized in this rule set, alteration by adding any materials, such as, but not limited to, tape, stickers, metal, or vinyl, for the purposes of improving aerodynamics is prohibited.
 4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.
 5. All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered.
8. Driver/Passenger Compartment:
 - a. Interior:
 1. All seats and seat brackets may be removed.
 2. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.
 3. In those automobiles where rear seat back, removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.
 4. Any steering wheel except wood rimmed types may be used.
 5. Any gear shift knob may be used.
 6. Gauges and instruments are unrestricted. Any instrument panel may be used.
 7. Any interior or exterior mirrors may be used.
 8. Sun visors, seat belts and their attaching hardware and bracketry may be removed.
 9. Complete removal of interior panels is allowed in all or part.
 10. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
 11. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area.
 12. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows.
9. Safety:
 - a. Restraint Systems:
 1. Airbags/passive restraint systems shall be removed.
 - b. Headlights:
 1. Headlight and headlight operating ancillaries may be removed.
 2. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.
 3. OEM light assemblies (i.e. foglamps, driving lights, etc.) mounted on, in or below the bumper *or front grill* shall be removed. Resulting holes may be closed or used for the purpose of ducting air to the brakes, cooler and or radiator as permitted.
 - c. Steering Column:
 1. The steering column is unrestricted.
 2. A collapsible type steering column is strongly recommended.
 3. The driver's normal seated position must not be relocated *Left of the transmission tunnel forward of the rear seat tub.*
 4. ~~Full preparation engines that have OEM electric steering may remove it~~ *be removed.*
 - d. Roll Cage - All cars must have a roll cage as specified in 9.4 Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4 GT Roll cages, or Appendix J – 2004 Roll Cage Rules.

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10. Miscellaneous:

a. Hardware/Fasteners:

1. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

b. Wiring:

1. Removal of wiring associated with a component which may be removed by these rules is permitted.
2. All non-essential wiring, switches, gauges, horns, flashers, relays, and lights may be removed.
3. Existing wiring may be substituted.

c. Fuel Cells

1. Fuel cells must be located behind the rear axle and within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.

E. CAR CLASSIFICATION

No automatic transmissions, turbochargers/superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. NOTE: For competition in American Sedan, Full Preparation General Motors products shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Full Preparation Ford products shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.

F. ENGINE BUILD SHEETS (Full Preparation only)

1. Crate Motor equipped full preparation vehicles

The following "crate motors" may be utilized in Full preparation vehicles:

Ford Performance M-6007-D347SR7 engine assembly for Ford produced vehicles.

GM Performance parts CT400 P/N-19370604 or 19370604 engine assembly for GM produced vehicles.

No modifications may be made to these engine assemblies except the following listed components. All replaced components must be replaced with components meeting existing full preparation rules. If components are not furnished with the "Crate Motor" assembly, all additional components must meet existing Full preparation rules:

- a. Oil pan and oil pump pickup.
- b. Valve/Rocker covers
- c. Distributor assembly
- d. Spark plugs
- e. Water pump
- f. Thermostat
- g. Fuel pump

Disassembly of the engine is permitted for repair. All components must be replaced with exact OEM replacement components. "Crate Motor" equipped vehicles are not subject to additional weight additions due to increased displacement.

Adjustments to min weights may be made to balance performance if necessary. Refer to specification line for minimum weight requirements.

2. Full Preparation

No. of Cylinders: V-8 Bore (Max): 4.040"

Stroke (Max): 3.500" Compression Ratio: 10.30 Max.

Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)

Valve Lift: 0.5000" Max. @ 0.0000" lash Head Casting #'s: see spec lines

BLOCK

Crankshaft Housing Bore: 2.4412-2.6416" Block Deck Height:

GM: 8.9970"-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings. Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces.
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted (bronze sleeve material is permitted).
7. A maximum of two cylinders may be sleeved.
8. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.
9. Alternate blocks may be used:
 - i. GM vehicles – Dart P/N SHP31161111 or World Product 084010
 - ii. Ford vehicles – Dart P/N SHP31374175 or World Product 087110

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CONNECTING RODS

Big End Bore: 2.2247-2.2398"

Pin Fit: Floating or Interference Fit Center to Center: 6.00" Max

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacturer: Any rod meeting the AS specs is permitted. Options:

1. Wrist pin oiling holes may be added. CAMSHAFT

Drive Type: Single or Dual-row chain Lifter Type: Solid, flat-tappet

Lifter Dia: .8750" nominal Options:

1. Camshaft thrust button may be installed

CRANKSHAFT

Main Journal Dia (Min): 2.2182" Rod Journal Dia (Min): 2.0690"

Options:

1. Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.
2. Crankshaft casting seam flash may be deburred. PISTON

Material: Aluminum (Cast or Forged) Ring Configuration: 3 rings, above pin

Dome Configuration: Any dome configuration is permitted. Pin Diameter: .930" Max

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications. CYLINDER HEADS

Valve Job (Head): Refer to Figure 1

1. Edelbrock Performer RPM Cylinder Heads:
 - a. GM – P/N 608879, 608979
(Max port volume IN-190cc, EX-65.00)
Valve size 1.94 Intake / 1.550 Exhaust
 - b. Ford – P/N 602479, 602579
(Max port volume IN-190cc, EX-65.00) Valve size 1.94 Intake / 1.550 Exhaust
2. OEM Cast Iron Cylinder Heads: (with a 250 lb. weight reduction).
 - a. GM – casting #14101081
(Max port volume IN-170.00, EX-65.00)
Valve size 1.94 Intake / 1.550 Exhaust
 - b. GM – casting #14014416
(Max port volume IN-168.00, EX-60.00)
Valve size 1.94 Intake / 1.550 Exhaust
 - c. Ford – casting # F3ZE AA, F1ZE-AA, F77E-AA V
(Max port volume IN-143.00, EX-54.00) Valve size 1.94 Intake / 1.550 Exhaust
3. Flotek Cylinder Heads:
 - a. GM – P/N 102-500
(Max port volume IN-190cc, EX-65.00)
Valve size 2.02 INTAKE / 1.600 Exhaust
 - b. Ford – P/N 203-500
(Max port volume IN-190.00, EX-65.00) Valve size 1.94 Intake / 1.550 Exhaust

Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked.
7. Valve spring pockets may be machined.

Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation.

Alternate oil pump drive shafts may be fitted.

G. MEASUREMENT STANDARDS

Measurement standards shall be as specified in Appendix G. with the following exceptions: Wheelbase has a tolerance of + 2" /- 1".

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FIGURE 1 VALVE SEAT CUTTING DIMENSIONS

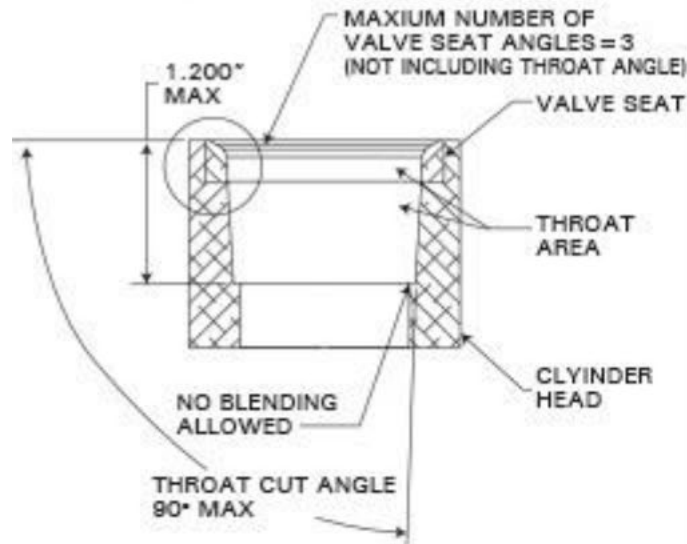
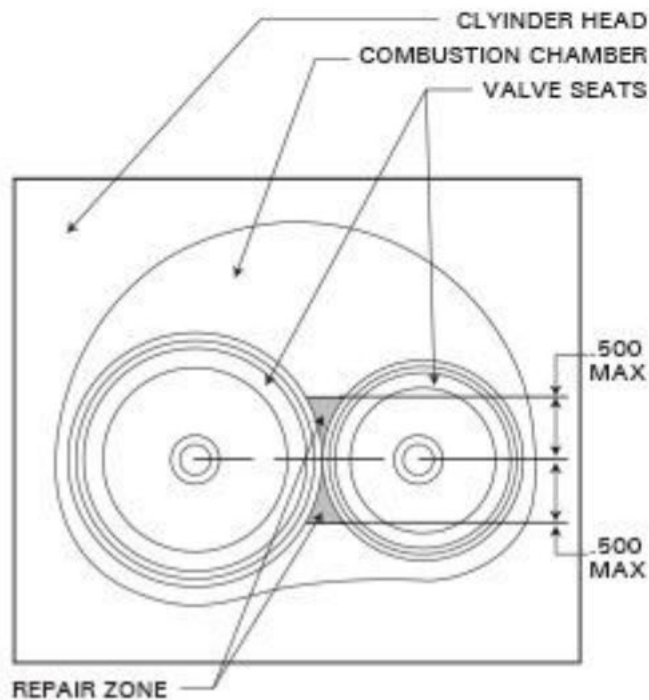


FIGURE 2 ALUMINUM CYLINDER HEAD REPAIR ZONE



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H. ENGINE BUILD SHEETS (Restricted Preparation only)

ENGINE GM LM7 5.3L

Engine block casting Cast Iron 12567392, 12567393, 12551358

Cylinder head casting

241, 243, 706, 799, 806, 853, 862

Port Volume Intake

210cc / Exhaust 70cc

Bore 3.820" Max.

Stroke 3.618" Min/3.622"

Max Rod length 6.098"

Valve Size

Int. 2.00"

Ex. 1.550"

Cam Lift

50" Intake / .550" Exhaust

Cam timing/duration

C/L 114 deg duration @.05 lift- 222 Intake/232 exhaust

Deck Height 9.215" min - 9.240" max

Compression Ratio 10.1:1 Rocker arm ratio 1.7:1

Intake Part #'s

17113697, 19418185, 89017230, 89017363, 89017364, 89017365

12561269 and 88894095.

Throttle body bore 87mm Restrictor plate 87mm

Fuel injector Part #'s

12613411, 12594512, 12569113, 17113698, 25317628

Headers 1-3/4" Dia.

Engine GM LS1 5.7L

OEM engine as manufactured for General Motors 98-02 Camaro and Firebird, 04 Pontiac GTO

engine block casting numbers 12550592, 12559846, 12559090, 12560621, 12562174, 12560629, 12559378, 12559846, 12560626, 12561166, 12561168

Cylinder head casting numbers 12559853, 12558805, 12560621, 12562174, 12564241

port volume Intake 200cc / Exhaust 70cc

Bore 3.898in

stroke 3.622in

rod length 6.098

valve size Intake 2.000in EX 1.550in

deck height 9.240in

cam lift .525 intake/.525 exhaust

cam timing/ duration C/L 112deg duration @.05 lift- 219 intake/ exhaust 228

comp ratio 10.5:1

rocker arm ratio 1.7:1

throttle body bore 75MM /2.953IN

Engine GM LS6 5.7 L

OEM engine as manufactured for General Motors 04-05 Cadillac CTS-V

engine block Casting numbers 12561168

port volume Intake 210cc / Exhaust 75cc

Bore 3.898in

stroke 3.622in

rod length 6.098

valve size Intake 2.000in EX 1.575

cam lift .525 intake/.525 exhaust

cam timing/ duration C/L 112deg duration @.05 lift- 219 intake/ exhaust 228

deck height 9.240

comp ratio 10.7:1

rocker arm ratio 1.7:1

throttle body bore 75MM /2.953IN

Engine GM LS2 6.0L

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OEM engine as manufactured for General Motors 06-07 Cadillac CTS-V, 05-06 Pontiac GTO

engine block casting numbers 12568952, 12560799

Cylinder head casting numbers 799, 243

port volume Intake 210cc / Exhaust 75cc

Bore 4.016in

stroke 3.622

rod length 6.098

valve size Intake 2.000in / EX 1.575

cam lift .520 intake/.521 exhaust

cam timing/ duration C/L 116deg duration @.05 lift- 204 Intake/213 exhaust

deck height 9.240

comp ratio 11.1:1

rocker arm ratio 1.7:1

throttle body bore 90MM /3.543IN

Restrictor plate dia. 90MM /3.543IN

Engine GM LS3 6.2L

OEM engine as manufactured for General Motors 10-15 Camaro

engine block casting numbers 12584724

Cylinder head casting numbers 821

port volume Intake 257cc / Exhaust 87cc

Bore 4.065

stroke 3.622

rod length 6.098

valve size Intake 2.165in / EX1.590in

cam lift .551 intake/.525 exhaust

cam timing/ duration C/L 117deg duration @.05 lift- 204 Intake/211 exhaust

Deck height 9.24

comp ratio 11.1:1

rocker arm ratio 1.7:1

throttle body bore 90MM /3.543IN

Engine GM LT1 6.2L 2014- Present

OEM engine as manufactured for General Motors 14-present Camaro

engine block casting numbers 12619171, 19329617

Cylinder head casting numbers 12620549

port volume Intake 297cc / Exhaust 107cc

Bore 4.065

stroke 3.622

rod length 6.098

valve size Intake 2.165in / EX1.590in

cam lift .551 intake/.524 exhaust

cam timing/ duration C/L 116.5deg duration @.05 lift- 200 Intake/ 207 exhaust

Deck height 9.24

comp ratio 11.5:1

rocker arm ratio 1.8:1

throttle body bore 87MM

Engine Ford 4.6L 2V Engine

OEM engine as manufactured for Ford 96 Mustang

engine block casting numbers F1AE, F2VE, F65E-CC, F4VE, F6VE, F65E-BB, F6AZ-CB, F7AE, F7VE, F75E, XW7E

Cylinder head casting numbers F1AE, F2AE, F4AE, F5AE, F65AE, F75AE, 1L2E, 2L2E, XL3E, 2L1E

port volume Intake 200cc / Exhaust 70cc

Bore 3.550

stroke 3.54

rod length 5.933

valve size Intake 1.750 / Exhaust 1.340

cam lift .535 Intake / .505 exhaust

cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250

Deck height 8.937

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comp ratio 9.0:1
throttle body bore 75MM

Engine Ford 4.6L 3V Engine
OEM engine as manufactured for Ford 96 Mustang
engine block casting numbers 3L2E, 7L2E
Cylinder head casting numbers 1L2E, 2L2E, XL3E, 2L1E,
port volume Intake 174cc / Exhaust 62cc
Bore 3.550
stroke 3.54
rod length 5.933
valve size Intake 1.338 / Exhaust 1.476
cam lift .535 Intake / .505 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250
Deck height 8.937
comp ratio 9.4:1
throttle body bore 75MM

Engine Ford 4.6L 3V Engine
OEM engines as manufactured for Ford 11-14 Mustang
engine block casting numbers 3L2E, 7L2E
Cylinder head casting numbers 1L2E, 2L2E, XL3E, 2L1E,
port volume Intake 174cc / Exhaust 62cc
Bore 3.550
stroke 3.54
rod length 5.933
valve size Intake 1.338 / Exhaust 1.476
cam lift .535 Intake / .505 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250
Deck height 8.937
comp ratio 9.4:1
throttle body bore 75MM

Engine Fuel Injected Ford Gen1 Coyote 5.0l
OEM engines as manufactured for Ford 11-14 Mustang
engine block casting numbers BR3E-6006/6015
Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50
port volume Intake 193cc / Exhaust 100cc
Bore 3.630
stroke 3.650
rod length 5.933
valve size Intake 1.457 / Exhaust 1.220
cam lift .472 Intake / .472 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263
Deck height 8.937
comp ratio 11.0:1
throttle body bore 80mm

Engine Fuel Injected Ford Gen2 Coyote 5.0l
OEM engines as manufactured for Ford 15-17 Mustang
engine block casting numbers FR3E-6006/6015
Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50
port volume Intake 200cc / Exhaust 104cc
Bore 3.630
stroke 3.650
rod length 5.933
valve size Intake 1.468 / Exhaust 1.252
cam lift .511 Intake / .511 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263
Deck height 8.937
comp ratio 11.0:1

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throttle body bore 80mm

Engine Fuel Injected Ford Gen3 Coyote 5.0l

OEM engines as manufactured for Ford 18- present Mustang

engine block casting numbers FR3E-6006/6015

Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50

port volume Intake 205cc / Exhaust 108cc

Bore 3.660

stroke 3.650

rod length 5.933

valve size Intake 1.484 / Exhaust 1.259

cam lift .551 Intake / .551 exhaust

cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263

Deck height 8.937

comp ratio 12.0:1

throttle body bore 80mm

Engine Fuel Injected Mopar Gen 3 Hemi 5.7L

OEM engines as manufactured for Dodge 08-20 Challenger

engine block casting numbers 50321319DK

Cylinder head casting numbers 53021616DD (Right), 53021616DE (Left)

port volume Intake 185cc / Exhaust 56cc

Bore 3.917

stroke 3.578

rod length 6.242

valve size Intake 2.050 / Exhaust 1.550

cam lift .597 Intake / .597 exhaust

cam timing/ duration CL 115 / Duration @ .050 in. Intake 222 / Exhaust 263

(Option 2) CL 116 / Duration @ .050 in Intake 258 / Exhaust 288

Deck height 8.937

comp ratio 10.5:1

throttle body bore 80mm

Restrictor plate dia. 80mm

rocker ratio intake 1.60:1 exhaust 1.66:1

Engine Fuel Injected Mopar Gen 3 Hemi 6.1L

OEM engines as manufactured for Dodge 05-20 Challenger

engine block casting numbers 05037388AB

Cylinder head casting numbers 5037369AA

port volume Intake 188cc / Exhaust 57cc

Bore 4.055

stroke 3.578

rod length 6.242

valve size Intake 2.075 / Exhaust 1.580

cam lift .571 Intake / .551 exhaust

cam timing/ duration CL 115 / Duration @ .050 in. Intake 221 / Exhaust 225

Deck height 9.25

comp ratio 10.2:1

throttle body bore 80mm

Restrictor plate dia. mm

rocker ratio intake 1.60:1 exhaust 1.66:1

Engine Fuel Injected Mopar Gen 3 Hemi 6.4L

OEM engines as manufactured for Dodge 11- present Challenger

engine block casting numbers 5037473BE (or) 5037473BG 6.4L

Cylinder head casting numbers 5037369BD (or) 68166435AA-A02

port volume Intake 202.5 / Exhaust 68cc

Bore 4.090

stroke 3.720

rod length 6.2

valve size Intake 2.138 / Exhaust 1.654

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cam lift .571 Intake / .536 exhaust

cam timing/ duration CL 114 / Duration @ .050 in. Intake 221 / Exhaust 225

Deck height 9.25

comp ratio 10.9:1

throttle body bore 80mm

Restrictor plate dia. mm

rocker ratio intake 1.60:1 exhaust 1.66:1"

AS	Wheel - base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.) (tire sizes are max)	Flat Plate Restrictor Size	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56 or 3.01, 2.07, 1.43, 1.0, .84, .57 <i>or 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00</i>	~~14.18 x 1.5~~ ~~Vented~~ ~~Disc~~ ~~(R) 365~~ ~~Vented~~ ~~Disc~~ <i>14.18 x 1.5</i> <i>Vented</i> <i>Disc</i>	275 Tire: 3450	N/A	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Max. Wheel Size: Dia. 18.0 inches. LS6 engine: Compression Ratio, 10.7:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Cam shaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm). LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm). Either engine may be used in any car in this specification line, at the appropriate weight. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear, 14.3" diameter). Stock CTS-V calipers to be retained. OEM Driveshaft may be replaced by Driveshaft Shop P/N - GMCTSV2-C (1-piece carbon fiber.) ~~The Drive Shaft Shop, Axle shaft part #'s 510220/510221 permitted.~~ Tremec TR6060 Transmission with 3.01, 2.07, 1.43, 1.0, .84, .57 ratios permitted. <i>11" wide wheels can be used until 3/1/25.</i>
Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	108.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, or 2.20, 1.64, 1.28, 1.00 <i>or 2.87, 1.89, 1.28, 1.00</i>	~~13.1 x 1.27~~ ~~Disc~~ <i>14.18 x 1.5</i> <i>Vented</i> <i>Disc</i>	275 Tire 3400 Over 313 CID 3600	N/A	Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.
Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep.	108.0	3.01, 2.07, 1.43, 1.0, .84, .57 <i>or 2.87, 1.89, 1.28, 1.00</i>	~~13.1 x~~ ~~1.27~~ ~~Disc~~ <i>14.18 x 1.5</i>	275 Tire 3600	LS3 65mm	Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees);

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6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder			~~Vented Disc~~			(Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.
Chevrolet/Pontiac Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 <i>or 2.88, 1.91, 1.33, 1.00</i>	~~13.1 x 1.27 Disc~~ ~~14.18 x 1.5 Vented Disc~~	275 Tire 3300 Over 313 CID 3500	N/A	Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted.
Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	~~13.1 x 1.27 Disc~~ ~~14.18 x 1.5 Vented Disc~~	275 Tire 3200	N/A	~~17" max wheel size Camaro only:~~ To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ 1-3/4 headers allowed
Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	101.1	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, <i>or 2.20, 1.64, 1.28, 1.00</i> <i>or</i> <i>2.87, 1.89, 1.28, 1.00, .81</i>	~~13.1 x 1.27 Disc~~ ~~14.18 x 1.5 Vented Disc~~	275 Tire: 3300 Over 313 CID 3500	N/A	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. ~~For the LS1 connecting rods Callies p/n CSC6100DS6A2AH, Seat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.~~
Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 <i>or 2.88, 1.91, 1.33, 1.00</i> <i>or 2.20, 1.64, 1.28, 1.00</i>	~~13.1 x 1.27 Disc~~ ~~14.18 x 1.5 Vented Disc~~	275 Tire: 3200	N/A	98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may be used as an assembly. Max compression ratio, 10.6:1, Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/ intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted unless specified. ~~Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. May use flywheel/clutch as specified in the Full Prep American Sedan rules. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N TUET16362. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed.~~ 5.7L LT1: GM Performance Parts camshaft Kit P/N-12480002 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8;~~

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						Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. 1-3/4 headers allowed. For the LS1 connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.
Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	"3.01, 2.07, 1.43, 1.0, .84, .57 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	(F) 355 mm X 32.1 mm Vented Disc (R) 300 mm X 19.2 mm Vented Disc 14.18 x 1.5 Vented Disc	275 Tire: 3600	LS3-65mm	Max wheel Dia, 20.0 inches. 65mm flat plate restrictor required. Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees); (Exhaust, 211 degrees); Throt- tle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. Camshaft lift tolerance .076 mm. ARE Dry Sump Kit #LS3-3Y permitted. Belt tensioner part number GM 12569301 allowed. ZL1 Front Facia and grill is permitted. 11" wide wheels can be used until 3/1/25.
Chevrolet Camaro (10-15) Full Prep	112.3	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28, 1.00 or 2.87, 1.89, 1.28, 1.00, .81	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 Tire 3400 Over 313 CID 3600	N/A	Max wheel size 20 X 10. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Depart- ment shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted. ZL1 Front Facia and grill is permitted. Flo Tek Head part #102-500 are permitted.
Chevrolet Camaro (16-) Full Prep	110.6	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28, 1.00 or 2.87, 1.89, 1.28, 1.00, .81	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 Tire 3400 Over 313 CID 3600	N/A	
Chevrolet Camaro, 1LE (16-)	110.6	2.66, 1.78, 1.30, 0.74, .50 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	(F) 345 mm X 32 mm Vented Disc (R) 338 mm X 28 mm Vented Disc 14.18 x 1.5 Vented Disc	275 Tire: 3600	60mm	Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry Sump Kit permitted.
Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder	116.0	"2.97, 2.1, 1.46, 1.00, 0.74, 0.50 or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick 14.18 x 1.5	275 Tire: 5.7, 6.1 3600 295 Tire: 6.4L 3700	5.7L- N/A 6.1L -N/A 6.4L- 80mm	Max. Wheel Size Dia. 20.0 inches. Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) may be used with the brake rotor sizes listed in this specification line. Alternate brackets may be used to facilitate updated/backdated components. Compression Ratio: 10.9:1 max. Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. Mopar Performance Parts LX LCLD Cold Air Intake System is permitted. Mopar Performance Parts

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			Vented Disc			camshaft stage2 Kit P/N-77072313AB is permitted on the 5.7L engine. 1-3/4" headers are permitted on the 5.7L and the 6.1L. All engine displacements are eligible in all model years, with each engine being used as a complete assembly. Alternate front upper control arms are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.87, 1.89, 1.28, 1.00, 0.81	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	3200 Over 313 CID 3400	N/A	OEM-style ball joints with taller than stock stud lengths are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine	100.4	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68. or 2.87, 1.89, 1.28, 1.00, .81	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 tire: 3400	Gen1- 67mm Gen 2- 64mm	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance. Allow Cold Air Intake Tremec Magnum transmission may be used P/N TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 Suspension must remain in the stock location. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang Including Cobra 94-04 Full Prep	101.3	"3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28, 1.00 or 2.87, 1.89, 1.28, 1.00, 0.8	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	3300 Over 313 CID 3500	N/A	Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.
Ford Mustang GT (94-04) with Restricted Prep Engine	107.1	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68.	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 tire: 3400	Gen1- 67mm Gen2- 64mm	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance. Allow Cold Air Intake Tremec Magnum transmission may be used P/N TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1 Suspension must remain in the stock location. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	3150 Over 313 CID 3250	N/A	Cold Air intake allowed. Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	3150	N/A	Supercharged motor is not allowed. Cold Air intake allowed. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. bore = 90.2mm, stroke = 90mm. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" Max compression on 2 valve motor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40" Updating and backdating within spec line is allowable. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang GT (05-14)	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 tire 3400: Over 313 CID 3600	N/A	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized.
Ford Mustang Coupe GT (05-14)	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00,	(F) 355	5.0L 275 tire: 3400	4.6L-N/A	Max. Wheel Size: Dia. 19.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M 2300 S) may be used. Either

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Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder		0.65	Vented Disc (R) 300 Vented Disc 14.18 x 1.5 Vented Disc	4.6L 295 tire: 3100	5.0L-62 mm Gen 1: 67mm Gen 2:64mm	engine and/or trans may be used as an assembly. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUKT16901. Max compression ratio, 11.2:1 MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted. 4.6L engine: Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. Flywheel/ clutch, as specified in the Full Prep American Sedan rules may be used. The 4.6L engine assembly has a weight reduction of 300 lbs. Track pack front and rear spoiler allowed. 5.0L/6spd engine/trans:
Ford Mustang GT (05-14) with Restricted Prep Engine	107.1	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65	13.1 x 1.27 Disc 14.18 x 1.5 Vented Disc	275 tire: 3400	Gen 1- 67mm Gen 2- 64mm	Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) and full prep brake package may be used. Either engine may be used. Cold Air Intake allowed Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Mag- num transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1. Track pack front and rear spoiler allowed. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted."
Ford Mustang GT 5.0l (15-17) Restricted Prepa- ration	107.0	3.66, 2.43, 1.69, 1.32, 1.00, .65 or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63, or 3.24, 2.10, 1.42, 1.00, 0.81, .062. or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	(14.0/355) 14.18 x 1.5 Vented Disc	275 tire: 3600	64mm	Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang GT 5.0L (2018-)	107.0	2.97, 2.07, 1.43, 1.00, 0.84, 0.57 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00"	(F) 355 (R) 330 14.18 x 1.5 Vented Disc	275 Tire 3525	60 mm	Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted. Performance pack front and rear spoiler, body kit allowed. Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64, 1.28, 1.00	(F) 320 Vented Disc (R) 286 Vented Disc 14.18 x 1.5 Vented Disc	275 tire: LS1: 3300 LS2: 3350	N/A	Either engine listed permitted for any car classified in this specification line. 2004: Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. 05-06: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. For the LS1 connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.

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						Either engine may be used in any car in this specification line. Camshaft lift tolerance is .076 mm. ~~11" wide wheels can be used until 3/1/25.~~
Spec Mustang (SMG) Restricted Prep.	107.1			3400	N/A	Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.

GCR

1. #38418 (Michael Smith) 9.3.29 Identification Markings

In Identification Markings, GCR section 9.3.29, change as follows and re-letter the following sections accordingly:

*"(Effective 1/1/26) Each car shall **must** carry identification markings per the sections listed below; and any markings required by the Supplemental Regulations.*

A. Numbers and Class ~~Letters~~ **Identifications**

Numbers shall **must** be placed on the front and both sides of the car so that they are legible. *All closed-wheel cars must have the front number located on the hood.* All Formula cars with a rear wing shall **must** have legible numbers on each rear wing side/end plate. Numbers may be ~~1one~~, ~~2two~~, or ~~3three~~ digits. *3Three-digit numbers must start **begin** with the number "1" and must meet the approval of the Chief of Timing and Scoring.* Class ~~letters~~ **identifications** shall **must** be placed on both sides of the car so that they are legible. Rear numbers and class ~~letters~~ **identifications** are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" shall **will** be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries; and then will be released. If ~~2two~~ or more national champions are entered in the same run group, the first to enter shall **will** have preference. Duplicate car numbers within the same run group ~~is~~ **are** prohibited. See also GCR section 6.4.1.A.

B. Size of Numbers and Class ~~Letters~~ **Identifications**

Numbers shall **must** be at least 8 inches high, with a 1.5-inch stroke on a **solid** contrasting background (rear-winged Formula cars shall **must** have as large a number as possible on their rear wing side/end plates). Metallic (reflective) numbers and class letters are prohibited. The distance between ~~2two~~ numbers shall **must** be at least as wide as the stroke of the numbers. *Front and side numbers must be surrounded by 6 inches of contrasting background free of all other graphics. If multiple digits are used, each number digit must be the same color. Cars with illegible numbers may not be scored. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings.* Class ~~letters~~ **identifications** shall **must** be at least 4 inches high, with a 1/2-inch stroke on a **solid** contrasting background.

C. Legibility

Legibility of numbers and class identifications will be determined by the Chief of Timing and Scoring in conjunction with the Race Director/Chief Steward. Requests for changes will be communicated to the driver through the Race Director/Chief Steward. Various methods of communication may be utilized and will be considered as having been delivered to the entrant. If no improvement is made after two notifications to the entrant, a request will be made to note a non-compliant number in the vehicle logbook. This regulation overrides all class or spec line rules, regulations, and standards."

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2. #38549 (Michael Smith) Timing and Scoring Systems, 5.10.3.B

In Timing and Scoring Systems, GCR section 5.10.3.B, add the following:

"A working MyLaps Transponder system is required for all sanctioned event sessions unless the requirement is specifically exempted by the Event Supplemental Regulations.

(Effective 1/1/26)

1. *Cars without working transponders might not receive times.*

2. *The driver is responsible for providing correct information for the MyLaps Transponder system to Timing & Scoring."*

3. #38550 (Carlos Gutierrez) Revise and Clarify Starts and Restarts

In The Pace Lap, GCR section 6.5.2.B, change as follows:

"(Effective 1/1/26)

1. If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and ~~the pole car~~ *all cars* will maintain the speed of the pace car before it pulled off track until the green flag.

2. If a pace car is not used, the pole car will pace the field complying with directions from the Race Director or Chief Steward or a designee. The pole car will maintain a constant speed from the grouping until the green flag, and ~~all cars shall~~ *must* not modify ~~its~~ *their* speed approaching the flag stand."

4. #38821 (Greg Amy) Request to Amend GCR 6.1.1.F Black Flag

In Racing Rules and Procedures, GCR section 6.1.1.F, add the following:

"(Effective 1/1/26) OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing and proceed directly and immediately to the pits, exercising extreme caution. No passing is allowed. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course."

5. #38906 (Thomas Kirchman) Starting Position Penalties

In Range of Penalties, GCR section 7.2.F, add the following:

"(Effective 1/1/26)

Loss of Time, Lap, *Starting* or Finishing Position."

6. #38908 (Thomas Kirchman) Lane Choice for Each Segment in a Split Start

In Split Starts, GCR section 6.5.5.B, add the following:

"(Effective 1/1/26)

The Race Director or Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. The Race Director or Chief Steward will determine which segment will start first. The cars assigned to each segment will be gridded by qualifying time, regardless of class. *The fastest qualifier in each segment may choose the inside or outside position per GCR 6.4.2.D."*

T2-T4

1. #38703 (Touring Committee) Change Fuel Rule

Effective 1/1/2026, In GCR Section 9.1.9.2.D.1.c.2., change as follows:

~~"Only the fuel type specified by the Owner's and/or Factory Service Manual may be used. Refer to GCR Section 9.3 Fuel, for permitted fuel specifications."~~

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T4

1. #38896 (James Rogerson) B-Spec Allowance

Effective 1/1/2026 In GCR Section 9.1.9.2 TOURING (T2-T4) CATEGORY, change paragraph 4 as follows:

"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-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. Cars conforming to ~~B-Spec~~ or C-Spec rules are permitted to compete in Touring 4. *Cars conforming to B-Spec rules are permitted to compete in Touring 4 without a flat plate restrictor.*"

Taken Care Of

GCR

1. #38749 (Lance Loughman) No Line of Site Waiving Yellow

Thank you for your letter. Provisions are being made to incorporate directives to the F&C volunteers at the Runoffs, and we will be reviewing additional language changes should they be necessary post-event.

General

1. #38430 (Anthony Stefanelli) Technical Bulletin Implementation

Thank you for your letter, your thoughts will be taken under consideration.

2. #38433 (Dave Weitzenhof) Agreement With Letter 38430

Thank you for your letter. Please see letter number 38430 in current Fastrack.

What Do You Think

None.

Resume

T1-T4

1. #38999 (James Candelaria) TAC Application

James Candelaria has been added to the Touring Advisory Committee.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: September 20, 2025

NUMBER: TB 25-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2025 unless otherwise noted. 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/C-Spec

None.

Electric Vehicle

None.

Formula/Sports Racing

FE2

1. #38978 (Robey Clark) FE & FE2 Bubble Tail

In FE, GCR section 9.1.1.G.2.F.k, change as follows:

"Enterprises bubble tail P/N: WM138014 is allowed for FE *and is the only configuration for FE2.*"

SRF

1. #38979 (Robey Clark) Add HD Oil Cooler

In SRF, GCR section 9.1.8.D.1.V.ff, change as follows:

"SRF3 Oil Cooler, P/N G480503 *or HD Oil Cooler P/N G1148500* may be used as mounted per the GEN3 Assembly Manual. No fan permitted for SRF. ~~HD Oil Cooler kit P/N G1148500 may be used as mounted per the GEN3 Conversion Manual.~~"

GCR

1. #38829 (SCCA Staff) Update Appendix C for name change from Track Event to Track Day

In Appendix C. Licensing and Types, GCR section 2.7.E.3.a, change as follows:

"The Driver Participation Log may be used to track experience at SCCA and non-SCCA Track ~~Events~~ *Days*, Time Trials, HillClimbs, or non-SCCA wheel-to-wheel events; however, the Drivers School Page may only be completed after observation at an SCCA Race Experience Event."

In Appendix C. Licensing and Types, GCR section 2.7.F, change as follows:

"Drivers who have fulfilled the Drivers' School requirements complete the Novice Permit by successfully competing in 3 Regional event weekends within the 2-year term of the Permit. The Chief Steward for each race must sign the Permit to indicate participation.

When the third Regional event weekend is credited, the Chief Steward or Chair of the SOM for that event must also sign the Permit acknowledging completion of the Novice Permit requirements. If the Chief or Chair will not sign the Permit, a Novice

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Permit holder may appeal that decision to their Divisional Licensing Administrator for a final decision. Note: 1 SCCA Track Event **Day** or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit."

In Appendix C. Licensing and Types Table, NOVICE TO FULL COMPETITION line, change the Other column as follows:

"Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. Note: 1 SCCA Track Event **Day** or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit."

General

None.

Grand Touring

GT1

1. #39101 (Club Racing Board) RM 25-06 GT1 reclassify the Acura NSX GT3 EVO 22 to GT1-ST

IN GT1 reclassify the Acura NSX GT3 EVO 22 to GT1-ST as follows:

GT1 Approved Automobile List

Make/Model	Wheelbase
ACURA NSX GT3 EVO 22	103.5"
DOHC 4v per cylinder EFI Twin Turbo Crossflow V-6 Displacement 3500cc Bore and Stroke 91x90	
MAX RPM 7500	MAX BOOST 2.1 bar Weight 3100 lbs

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
ACURA NSX GT3 EVO 22	3500cc	3100		Per FIA Homologation GT3-047 MAX RPM 7500 MAX BOOST 2.1 bar

Improved Touring

ITA

1. #38965 (Steffen Clark) Change 90-93 Miata Diff Housing Upgrade Wording in Notes

In ITA Spec Lines, Mazda MX-5 / Miata (90-93), change Notes as follows:

"Spec Miata floor pan modifications allowed. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch." *The 90-93 Miatas may convert to the 94-05 differential assembly. This conversion includes the driveshaft and half-shafts.* NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA cars upgrading to the OEM Mazda NB rear uprights must use the NB rear uprights on both sides of the car, Miss-matching of rear uprights is not allowed. Any final drive permitted so long as it fits in an unmodified housing"

ITR

1. #38971 (Scott Krzastek) NASA Spec3 to ITR

In ITR Spec Lines, 92-95 BMW 325, add to notes as follows:

"A NASA Spec3 BMW can run in SCCA ITR if it stays at the NASA specs. Competitor needs to provide current NASA rules for car legality in SCCA. Weight is 2900 pounds."

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Legends Car

None.

Production

1. #38949 (Don Tucker) Miata Weight Adjustment Follow Up

In EP Spec Lines, Mazda MX-5 / Miata 1.8L (90-97), Effective 11/1/2025 make the following weight change:

~~"2150"~~ **"2125"**

1. #38970 (Kendall Jones) Weight Break for 1098 Midget / Sprite

In HP Spec Lines, Austin-Healey Sprite/Midget 1098cc, Effective 11/1/2025 make the following weight change:

~~"1630"~~ **"1550"**

2. #38994 (Production Committee) HP Volvo 142 spec omission

In HP Spec Lines, Volvo 142/142E P-1800 Engine, Effective 11/1/2025 add the following wording to Notes:

"Comp. Ratio limited to 12.0:1. Valve lift limited to .425".

3. #38995 (Production Committee) HP Plymouth Arrow spec omission

In HP Spec Lines, Plymouth Arrow (76-80), add the following wording to Trans. Speeds(max):

"4 or 5"

4. #38996 (Production Committee) HP Mini DOHC 1.6

In HP Spec Lines, Mini Cooper (07-13) (includes 09-15 convertible and 12-15 Coupe), Effective 11/1/2025 make the following changes to the Notes:

"Compression ratio limited to 11.0:1, Valve lift limited to ~~.450"~~ **.390"."**

Prod General

1. #39008 (Production Committee) Add Wheel Diameter to Appendix G

In Appendix G.2.3, change as follows:

"Rim width ~~and diameter are~~ is-absolute maximums**."**

2. #39009 (Production Committee) Add TB ID tolerance to general Prod rules

In GCR, Section 9.1.5.E., change as follows:

9.1.5.E.1.b.4: "The inside dimensions of the throttle body casting/housing (as measured at the throttle butterfly) must remain stock (**tolerance of +/- .25mm**), but the throttle body can otherwise be ported and polished."

9.1.5.E.2.b.4: "The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock (**tolerance of +/- .25mm**)."

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

None.

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Touring
None.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Shane Kennett vs. SOM COA Ref. No. 25-16-RM September 9, 2025

FACTS IN BRIEF

Following the Saturday, August 23, 2025, Group 6 Majors race at High Plains Raceway, Race Director Phil Shuey filed a Chief Steward's Action (CSA) against Shane Kennett, driver of Formula Atlantic (FA) #63, for improving his position on the pace lap in violation of General Competition Rules (GCR) 6.1.1.B. (Double Yellow), and GCR 6.5.2.C. (The Pace Lap) penalizing him with loss of two positions. Mr. Kennett protested the CSA.

The Stewards of the Meeting (SOM) Kathy Bradley, Christian Miller, and Theodore Winning (Chair) met to hear and rule on the Protest. The SOM determined Mr. Kennett "moved by other cars because they waved him by." Because he started ahead of two cars, the SOM disallowed Mr. Kennett's protest. Mr. Kennett appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Bev Heilicher, Lee Hill, and Jack Kish (Chair) met on September 4, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Shane Kennett, submitted August 25, 2025.
2. Official Observer's Report and related documents, received August 27, 2025.
3. In-car videos from Mr. Kennett (FA #63) and, Mr. Spero Leon (Formula X #70), received August 27, 2025.

FINDINGS

Mr. Kennett qualified first of four competitors in a mixed field of formula cars. He arrived late to the grid after the other cars had left. As the field was on the pace lap, Car #63 was held at pit exit. The race start was aborted due to lack of formation of the 3 cars on track, and Mr. Kennett was released to join the back of the pack at the beginning of the second pace lap. He made no attempt to move up in the field.

Between Turn 10 and Turn 11, the pole-sitter established his position on the left side of the track and FX #42 in second place began moving to the right. The third place Car #70, moved to the right side of the track, slowed, and pointed Car #63 by. Mr. Kennett

(now in third) positioned his car behind the remaining cars for the start. As the field passed Turn 12, FX #42 slowed and failed to keep pace with the left side column.

The SOM reviewed two videos and determined, “Even though his [Mr. Kennett’s] arguments are reasonable and compelling, the court couldn’t ignore the fact that he started ahead of 2 other cars.”

Mr. Kennett, in his appeal letter, argued “Car #70 was falling out of position and acting as if its (sic) car was disabled.” He further contended Car #42 in the Position 2 spot did not maintain pace with the pole car. Mr. Kennett said he intended to start at the back of the pack, and was therefore puzzled by the unexpected actions of the two cars ahead of him on the pace lap.

The COA reviewed both submitted videos and noted on the first pace lap as the three cars approached the start line, they were in single file and there was no attempt to become “well bunched”.

On the second pace lap, with Car #63 now at the back of the pack, after Turn 10, Car #70 acted as described in Mr. Kennett’s appeal letter and appeared to be disabled. GCR 6.1.1.B. (Yellow Flag/Double Yellow) states in part, “cars may carefully pass...cars that are disabled or off pace.” GCR 6.5.2.C.3. (The Pace Lap) permits passing “a car that is disabled and cannot keep the pace.”

The COA notes a driver approaching another vehicle which is slow, off line, and signaling with an arm may not know if the car is able to continue or not. This is even more of a challenge in low, open cockpit vehicles, where any signaling may be minimal due to the restrictions imposed by the driver’s safety equipment.

As Car #42 (in Position 2) moved to driver’s right to take the outside front row position, Car #63 began to line up behind the lead car. Shortly thereafter, Car #42 slowed and dropped back, while Car #63 (in Position 3) tucked in behind the lead car and maintained proper spacing until the green flag was waved.

The COA finds Mr. Kennett acted in accordance with the GCR in acquiring and maintaining his correct position for the start of the race. Mr. Kennett was not in control of nor responsible for the actions or movements of other cars in the race.

DECISION

The COA overturns the decision of the SOM in its entirety. Mr. Kennett’s original finishing position is restored along with all points and awards due. Mr. Kennett’s appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | October 14, 2025

The Club Racing Board met by teleconference on October 14, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #38259 (Daniel Richardson) 50 lb Weight Penalty on New 4 Speed Ratio

Thank you for your request. Please see the 2026 rules update for our recommendation.

2. #38545 (Tim White) Rev Limiters

Thank you for your request. The Committee will monitor ways to limit RPM through the 2026 year.

B-Spec

1. #39031 (Richard Hromin) Request to Stop Slowing Cars Down

Thank you for your input.

2. #39032 (Richard Hromin) Mini Weight Break Request

Thank you for your letter. We will continue to monitor BOP for this chassis relative to other cars in the category and make adjustments as we feel are necessary.

General

1. #39163 (Matthew Cutter) Congratulations

Matt, Your letter, 39163 has conveyed through content and tone that you are unhappy with the decisions and directions the Club has taken recently. You are not alone in expressing these concerns and unhappiness and Club leadership has taken note. There are ongoing discussions regarding the future direction and how to improve the Competitor experience and bring people back to the races, with an enhanced and enjoyable experience.

The reduction in the number of Runoffs classes and the impact on Majors and HST is being reassessed and evaluated for its failures and shortcomings. By year end there will likely be changes announced with the intent of re-engage Competitors at all levels of SCCA Road Racing Programs.

Your willingness to speak up and let us know how you feel about the recent changes and direction of the Club is appreciated.

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EP

1. #39092 (J Manny Forteza) GCR Spec Line for 2001 Ford Mustang Question

Thank you for your letter. Per all documentation that the Prod Advisory Committee has been able to find and review, the 56mm throttle body size that is currently listed on the "Ford Mustang (99-03)" spec line is correct. If the letter writer has reliable documentation that contradicts this, please provide it for additional consideration. Additionally, the currently indicated weight and wheel size are also correct as listed for EP competition.

T2

1. #38950 (Harley Kaplan) Please Do Not Combine T2 and AS

Thank you for your letter. The process to combine T2 and AS has been amended.

2. #38959 (Ross Murray) T2AS letter #38575

Thank you for your letter. The process to combine T2 and AS has been amended.

Not Recommended

SM

1. #39063 (James Beall) Spec Miata Head Bolt / Head Stud

Thank you for your letter. According to Mazda Factory Service Manual the head bolts are not a torque to yield and can therefore be re-used. There is a process to torquing them, but they are not single use bolts. The national tech staff's policy on removing a cylinder head at the track is to seal an engine until after the cars last on track session for the weekend before removing the head. OEM head bolts are readily available for those that wish to carry extras in the trailer in the event of a tear down.

SMX5

1. #38386 (Ryan Gutile) Proposal for Separation of Clutch and Brake Fluid Reservoir

Thank you for your letter. At this time SMAC does not recommend this change. There is testing being conducted to see if an NB reservoir can be fitted to an NC. Until this testing is completed and the concept is proven, we are going to not recommend the change at this time.

2. #38743 (Ryan Gutile) Clutch Fluid Reservoir Separation for SMX Cars

Thank you for your letter. See response to letter 38386 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.

B-Spec

1. #38860 (Eric Yagel) 2nd Gen Fit Window Duct Allowance Request

In GCR, Section 9.1.10.D.4., change as follows:

~~"All cars shall run with both front door windows fully open (down) if equipped, and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver's door opens. Rear windows shall be run in the closed (up) position. All cars shall run with both front door windows fully open (down) if equipped and shall have a driver's side window safety net per GCR~~

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Section 9.3, Window Safety Nets. 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. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times. Rear windows shall be run in the closed (up) position."

T2

1. #39275 (Club Racing Board) MOVE TCR to T2-TCR

In GCR, Section 9.1.4.1.H.7., change as follows:

"All current STU cars, ~~except TCR cars~~, may reduce their weight by 4% after all other modifiers."

In STU Spec Lines, remove Chart STU-TCR in its entirety.

In T2 Spec Lines, classify T2-TCR Chart as follows:

STU T2-TCR <i>TCR cars must race as homologated, unless otherwise noted in the spec lines.</i>					
Make	Model	Transmission	Power Level	Weight (lbs.)	Notes
Audi	RS3 LMS (16-20)	SEQ	90%	2977	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Audi	RS3 LMS (16-20)	DSG	90%	2900	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Honda	TCR H56 (16-17)	SEQ	90%	2910	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Honda	TCR FK7 (18-22)	SEQ	92.5%	2910	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Hyundai	i30 N (16-20)	SEQ	90%	3054	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Mazda	3TC	6 Speed	One	2850	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Volkswagen	Golf GTI (16-20)	SEQ	90%	2977	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.
Volkswagen	Golf GTI (16-20)	DSG	97.5%	3000	DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.

Taken Care Of

T4

1. #39169 (Josh Smith) NC MX-5 Wheel Request

Thank you for your letter. Please see letter #39251 in current Fastrack.

2. #39172 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang In It's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

3. #39173 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang in it's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

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4. #39174 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang in it's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

5. #39175 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang in it's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

6. #39176 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang in it's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

7. #39177 (Marc Cefalo) Remove Spec Line for 3.7 Liter Mustang in it's Entirety From T4

Thank you for your letter. Please see letter #39251 in current Fastrack.

8. #39184 (Luis Goncalves) FRS Parity

Thank you for your letter. Please see letter #39251 in current Fastrack.

9. #39227 (Kevin Fryer) Request for Removal or Performance Adjustment to the 3.7L Mustang

Thank you for your letter. Please see letter #39251 in current Fastrack.

10. #39228 (Kevin Fryer) Request for Performance Adjustment on NC Mazda MX-5

Thank you for your letter. Please see letter #39251 in current Fastrack.

11. #39229 (Scotty B White) Please Adjust the 3.7

Thank you for your letter. Please see letter #39251 in current Fastrack.

12. #39253 (Raymond Blethen) Remove Ford Mustang 3.7L V6 from T4 Spec Line

Thank you for your letter. Please see letter #39251 in current Fastrack.

What Do You Think

None.

Resumes

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: October 20, 2025

NUMBER: TB 25-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/2025 unless otherwise noted. 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/C-Spec

1. #39017 (Alex Ratcliffe) Request to Remove Rear Shock From Spec Line Hyundai Accents/Kia

In B-Spec Spec Lines, Hyundai Accent Sedan (12-17), change Notes as follows:

~~"Bilstein B8 shock 33-187112 approved for use in rear suspension."~~

In B-Spec Spec Lines, Kia Rio Sedan (12-17), change Notes as follows:

~~"Bilstein B8 shock 33-187112 approved for use in rear suspension."~~

2. #39060 (B-Spec/C-Spec Committee) Update Honda Fit MT (07-08) Runoffs Eligibility

In B-Spec Spec Lines, Honda Fit MT (07-08), change Notes as follows:

~~"Bilstein B14 kit 47172401 verified compatible. Allow rear sway bar Progress #62.1060. Allow Injen Intake SP1511 OEM exhaust manifold required. Primary catalyst may be removed. This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted. (Effective 11/1/2025) Allow Torque Solution Shifter Cable Bushing kit TS-SCB-506."~~

Electric Vehicle

None.

Formula/Sports Racing

None.

GCR

None.

General

None.

Grand Touring

None.

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Improved Touring

None.

Legends Car

None.

Production

1. #39130 (Production Committee) Add TB size to Ford Mustang (94-98) Spec Line

In EP Spec Lines, Ford Mustang (94-98) add the following to the Fuel Injected Equipped Throttle Body Inside Diameter column:

"60"

FP

1. #38997 (Production Committee) 83-88 FP Scirocco Spec Line Creation

In FP Spec Lines, classify Volkswagen Scirocco (83-88) as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Volkswagen Scirocco (83-88)	1	1733 1803	4 cyl SOHC	79.5 x 86.4 (3.13 x 3.40) 81.0 x 86.4 (3.19 x 3.40)	1715 1780	Iron	Alum	(I) 40.0 / (1.57) (E) 33.0 / (1.30)	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s) (2) auto-type side draft w/ 34mm choke(s) on I.R. manifold, or fuel injection	2400 / (94.5)	1496 / 1453 (58.9 / 57.2)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	5	(F) 239 / (9.4) Disc (R) 180x30/(7.1) Drum	(F) 239 Vented Disc	35 (primary) 52 (secondary)	Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103373G, AA, H, or F permitted.

2. #39140 (Production Committee) Correct Existing VW Scirocco Spec Line

In FP Spec Lines, Volkswagen Scirocco, change spec line as follows:

Weight (lbs):

"1520

1520

1663

~~1733~~

~~1803~~"

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Bore x Stroke mm/(in.):

"79.5 x 73.4 (3.13 x 2.89)

76.5 x 80.0 (3.01 x 3.15)

79.5 x 80.0 (3.13 x 3.15)

~~79.5 x 86.4 (3.13 x 3.40)~~

~~81.0 x 86.4 (3.19 x 3.40)"~~

Displ. cc/ (ci) (nominal):

"1457

1471

1588

~~1715~~

~~1780"~~

Wheels (max):

~~"13 x 7~~

15 x 7"

Prod General

1. #39019 (Production Committee) Add to Rabbit description

In FP Spec Lines, make the following spec line correction:

"Volkswagen Rabbit (Includes ~~Convertible~~ *Cabriolet*)"

In HP Spec Lines, make the following spec line correction:

"Volkswagen Rabbit 1588 (*Includes Cabriolet*)"

"Volkswagen Rabbit 1715 (*Includes Cabriolet*)"

"Volkswagen Rabbit 1780 (*Includes Cabriolet*)"

2. #39025 (Production Committee) Clean-up 9.1.5.E.7e

In GCR, Section 9.1.5.E.7., change as follows:

"e. Cars fitted with rear drum brakes, can convert to rear disc brakes without penalty. ~~Note that the "Brakes Std." and "Brakes Alt." listings on a vehicle's spec line do not prohibit a car that was fitted with rear drum brakes stock, from converting to rear disc brakes under this rule.~~ When converting from rear drum brakes to rear disc brakes:

1. Rear brake rotors must be solid and can be no larger in diameter than the largest permitted front brake rotor, as defined on the vehicle's spec line.

2. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material. ~~The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.~~

3. The "Brakes Std." and "Brakes Alt." listings on a vehicle's spec line do not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule."

Spec Mazda (SM/SMX)

None.

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Super Production

None.

Super Touring

None.

Touring

T2

1. #39274 (Touring Committee) Touring 2 Post-Runoffs BOP Adjustments and Changes

In T2 Spec Lines, Spec Corvette, change as follows:

Weight: "~~SC3200 SC+ 3300~~ See notes section"

Notes: "The following "Spec Corvette +" allowances are permitted with a base weight of 3300 lbs."

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change Restrictor as follows:

"~~60mm~~ **62mm** flat plate restrictor"

In T2 Spec Lines, Ford Mustang GT 5.0L (2015-23), change Tire Size as follows:

"~~295~~ **315**"

In T2 Spec Lines, Porsche 911 / 996 (98-05), change Weight as follows:

"3600: ~~3150~~ **3050**

3400: 3000"

In T2 Spec Lines, Porsche Carrera S 997.2 (06-08), change as follows:

Restrictor: "~~60mm~~ **65mm** FPR"

Weight: "~~3225~~ **3175**"

In T2 Spec Lines, Porsche 911 / Carrera S 997.2 (09-12), change as follows:

Restrictor: "~~60mm~~ **65mm** FPR"

Weight: "~~3300~~ **3250**

In T2 Spec Lines, Porsche 911 / 997.2 GTS (09-12), change as follows:

Restrictor: "~~60mm~~ **65mm** FPR"

Weight: "~~3400~~ **3350**"

2. #39282 (Touring Committee) Adjust rev limit on Spec Corvette in T2

In T2 Spec Lines, Spec Corvette, add to Notes the following:

"**7) up to 7100 rpm Rev limit.**"

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T2-T4

1. #39166 (Josh Smith) ND Gearset Request for T4

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), add to Notes the following:

"Gear kit Kit PT#- 0000-02-6100."

In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), add to Notes the following:

"Gear kit Kit PT#- 0000-02-6100."

In T3 Spec Lines, Mazda MX-5 Miata (16-18), add to Notes the following:

"Gear kit Kit PT#- 0000-02-6100."

In T3 Spec Lines, Mazda MX-5 Global Cup Miata (2016-2021) ND1, ND, add to Notes the following:

"Gear kit Kit PT#- 0000-02-6100."

2. #39170 (Josh Smith) ND Spec Lines Wrong PT#'s

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), change Notes as follows:

"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. 3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01). Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, springs up to 500lb front and 300lb rear allowed. Mazda tower brace 0000-04-5626 allowed. Mazda header 0000-06-5410 allowed."

In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), change Notes as follows:

"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. 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. Up to 500lb front and 300lb rear springs allowed. Mazda Motorsports Header part #0000-06-5410 allowed. Mazda tower brace 0000-04-5626 allowed. 3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01)."

In T3 Spec Lines, Mazda MX-5 Miata (16-18), change Notes as follows:

"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted. Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette including Mazda hardtop part #0000-07-5902- ND and part #0000-07-5901 (discontinued DG Motorsports top). If a hardtop is used, latches shall be replaced with positive fasteners. Retractable hardtop option permitted but must be disabled from moving action and positively fastened."

In T3 Spec Lines, Mazda MX-5 Global Cup Miata (2016-2021) ND1, ND, change Notes as follows:

"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all ND2 MX-5 Global Cup rules. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop Mazda hardtop part #0000-07-5902-ND and #0000-07-5902-ND-part

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#0000-07-5901 (~~discontinued DG Motorsports~~). If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed. ND2s with sequential gearbox allowed +100 lbs.

T4

1. #38966 (Trenton Kramer) 02-06 Mini Cooper Gear Ratios

In T4 Spec Lines, Mini Cooper S R53 (02-06), change Gear Ratios as follows:

"12.79, 7.79, 5.65, 4.62, 3.83, 3.13 *or overall- 11.42, 7.18, 5.39, 4.40, 3.65, 2.96*"

2. #38987 (Tim Little) Reinstatement of the 2005-2010 Cobalt into T4

In T4 Spec Lines, classify Chevrolet Cobalt SS, Sport Coupe (06-10) as follows:

T4	Bore x Stroke(m m)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Cobalt SS, Sport Coupe (06-10)</i>	<i>88.0 x 98.0 2384</i>	<i>2628</i>	<i>17 x 8</i>	<i>245</i>	<i>3.58, 2.02, 1.35, 0.98, 0.69</i>	<i>3.94</i>	<i>(F) 296 Vented Disc (R) 270 Solid Disc</i>	<i>2700</i>	<i>Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply.</i>

3. #39080 (Patrick Morgan) Request to Classify Mercedes C230K

In T4 Spec Lines, classify Mercedes C230 Kompressor (2002-2005) 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:
<i>Mercedes C230 Kompressor (2002-2005)</i>	<i>1796</i>	<i>106.9 in</i>			<i>(automatic) 3.95, 2.42, 1.49, 1.00, 0.83</i>	<i>3.46</i>	<i>300 (f) 290 (r)</i>	<i>3240</i>	<i>EIBACH PN# 2563.140</i>

4. #39168 (Josh Smith) E&O wheel size on ND

In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), change Wheel Size (in.) as follows:

"17 x 7.5"

5. #39251 (Touring Committee) Touring 4 Post-Runoffs BOP Adjustments and Changes

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

"55mm FPR"

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In T4 Spec Lines, Acura TSX (2004-2008), change Restrictor as follows:

"~~47mm FPR~~**52mm FPR**"

In T4 Spec Lines, BMW Z4 2.5L (03-05) , change Weight as follows:

"~~3050~~**2950**"

In T4 Spec, BMW 320i (14-15), remove this spec line in its entirety.

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

Tire size: "~~225~~**245**"

Weight: "~~3250~~**3150**"

In T4 Spec Lines, Ford Mustang V6 (05-14), change as follows:

Restrictor: "~~50mm~~**43mm**"

Weight: "~~3300~~**3400**"

In T4 Spec Lines, Honda Civic Si (06-11), change Restrictor as follows:

"~~55mm~~"

In T4 Spec Lines, Honda Civic Si (12-15), change as follows:

Restrictor: "~~47mm~~**52mm**"

Notes: "~~Transmission and Differential must be stock.~~"

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

Weight: "~~2550~~**2500**"

Notes: "Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted.

Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front spring mount PT#-0000-04-5259, front springs #0000-04-9700-08, rear spring mount PT#-0000-04-5258, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB (optional), Swaybar kit – PT#-0000-04-5306-EB that includes (front sway bar kit PT#0000-04-5306-FT, rear sway bar kit PT#-0000-04-5306-RR), offset front camber bushing PT#- 0000-04-5407-NC. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, RX8 front hubs PT# F189-33-04X allowed. Allow Mazda header part numbers 0000-06-5407 or 0000-06-5407-NC. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. Aftermarket power steering reservoir is allowed. Mazda Transmission kit part # 0000-02-5700. Mazda Motorsports LSD #32655 permitted without penalty. ~~Any other non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ Front spoiler permitted (NF51-V4-900F). Transmission kit # 0000-02-57

In T4 Spec Lines, Pontiac Solstice / Saturn Sky (06-09), change as follows:

Weight: "~~2800~~**2700**"

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Brakes: "(F) 296~~315~~ Vented Disc max (R) 278 Solid Disc"

Notes: "GM calipers #22720705, and #25900764 permitted"

In T4 Spec Lines, Scion FRS/10 series (13-16), change Weight as follows:

"2925~~2875~~"

In T4 Spec Lines, Subaru BRZ/ BRZ Limited (13-16), change Weight as follows:

"2925~~2875~~"

In T4 Spec Lines, Subaru BRZ (17-21), change Weight as follows:

"3000~~2950~~"

In T4 Spec Lines, Toyota 86, GT (17-21), change Weight as follows:

"3000~~2950~~"

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 25
Jose Osiris Peña vs. SOM COA Ref. No. 25-01-RO
October 2, 2025

FACTS IN BRIEF

Following Qualifying Session 1 for Super Touring Under (STU) on October 2, 2025, at the SCCA Runoffs at Road America, Race Director Steve Pence submitted a Chief Steward's Action (CSA) removing all qualifying times from Jose Osiris Peña, driver of STU #199, citing multiple readings that exceeded the sound level limits for the event. Mr. Peña protested the Race Director's action.

The Stewards of the Meeting (SOM) Gloria Larson and Mike Smith (Chair) interviewed witnesses, reviewed sound logs, and determined Mr. Peña's car exceeded the allowable decibels. The SOM disallowed Mr. Peña's protest.

Mr. Peña appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Lee Hill, Jack Kish, and Costa Dunias (Chair) met on October 2, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Peña, received on October 2, 2025.
2. SOM Hearing, Decision, and related documents, received October 2, 2025.
3. Witness Statement and in-person testimony from Steve Pence, Race Director, received October 2, 2025.
4. The court visited the sound control location and interviewed the crew to ascertain facts and view the operation in action on October 2, 2025.
5. Manual for Quest Technologies Model 2700 Impulse Sound Meter.
6. SCCA Sound Control Manual (Rev2018).

FINDINGS

In his appeal Mr. Peña states the Race Director raised the increment for sound levels from 103 to 108 due to the large number of readings over 103dB within all classes. He also stated he had not modified his car since arrival for test days and had never had issues with sound before this week. He also said he had not been notified of issues by SOC. He believed something was amiss with the sound equipment.

The COA reviewed all available documentation including the SCCA Sound Control Manual, evaluated the Sound Control processes, discussed the equipment and procedures with the Sound Control Team, and examined additional evidence.

The COA was satisfied the Sound crew was following procedures required by the Sound Control Manual. Therefore, the COA focused on the meter as the possible culprit because of its designed purpose. The device in use was Quest Model 2700, an Impulse Sound Level Meter. The manual for this device does not indicate it is capable of reading time weighted average sound levels as required per the SCCA Sound Control Manual (Rev2018). An Impulse Sound Level Meter measures and reports the highest reading within the selected measurement period rather than the time weighted average dB over 125 milliseconds pass by as specified in the Sound Control Manual.

The COA found the implemented procedures are consistent with the Sound Control Manual, yet the sound readings were being impacted by unknown factors believed to involve the meter being used due to reasons stated above.

DECISION

The COA overturned the SOM decision against Mr. Peña. The Penalty of loss of qualifying times was removed and his times for Qualifying Session 1 were restored. Mr. Peña's appeal was well founded and his appeal fee, less the administrative portion retained by SCCA, was returned.

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 57
Francisco Barroso vs. SOM COA Ref. 25-02-RO
October 4, 2025

FACTS IN BRIEF

Following Qualifying Session 2 for Spec Miata (SM) on October 3, 2025, at the SCCA Runoffs at Road America, Race Director Steve Pence submitted a Chief Steward's Action (CSA) against Francisco (Frankie) Barroso, driver of SM #48, for violation of Supplemental Regulations (Supps) 5.15.4. (Out lap procedures for Qualifying). Mr. Barroso was penalized with loss of his two fastest times on the final qualifying grid. He protested the Race Director's action.

The Stewards of the Meeting (SOM) Jerry Anderson, Kathy Bradley, and Bob Gardner (Chair) interviewed witnesses, reviewed documents and statements, viewed video, and determined Mr. Barroso made excessive movements on track constituting "weaving" after Turn 8 on his first lap of the qualifying session. The SOM disallowed Mr. Barroso's protest.

Mr. Barroso appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Jack Kish, and Laurie Sheppard (Chair) met on October 4, 2025, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Barroso, received October 3, 2025.
2. SOM Decision, associated documents, and video from several sources, received October 3, 2025.
3. Interview with Bob Gardner, SOM Court Chair, on October 4, 2025.
4. Interview with Mr. Barroso, on October 4, 2025.

FINDINGS

During the out lap of the second qualifying session, several SM cars did not immediately proceed when released from the grid. As the course was yellow from Pit Out to Turn 8, there was no passing allowed on that part of the track. After Turn 8, some of the cars accelerated away but others continued to maintain a slower pace and make multiple short side-to-side movements, staying off the racing line. Race Director Pence

submitted a CSA against every driver noted in the race log with the same penalty against each. Seven drivers, including Mr. Barroso, protested the action.

The SOM interviewed witnesses and gathered available video, including a track video that showed multiple cars making similar movements in the area of Turn 11b. Due to the distance and angle of the camera, no car numbers were identifiable in the video. A competitor video with a rear-facing perspective clearly showed Mr. Barroso and an unidentifiable car behind him making multiple short side-to-side movements although never crossing the mid-line of the track. The SOM disallowed Mr. Barroso's protest because he was indisputably identified in the rear-facing video.

In direct testimony to the COA in support of his appeal, Mr. Barroso requested a definition of "weaving" and asked for additional interpretation of the rule he was alleged to have violated. He asserted that since the violation occurred during Qualifying Session 2, he should be allowed to retain his times from Qualifying Session 1.

The COA noted the event Supps state in part, "Weaving, scrubbing tires and/or impeding the progress of other drivers after Turn 8 on the out lap or thereafter is considered blocking and is subject to penalty." The COA also noted that all other drivers' protests were upheld and their penalties removed due to the SOM's inability to confirm the identity of any cars making side-to-side movements except Mr. Barroso.

The COA found on Mr. Barroso's out lap in Qualifying Session 2, he continued to weave slightly when on straight track, although he did not cross the mid-line of the track. Although some cars remained behind Mr. Barroso, it did not appear he intentionally impeded or blocked those cars, as they were making similar movements. However, Mr. Barroso's movements meet the definition of weaving. The COA found Mr. Barroso violated Supps 5.15.4. (Weaving) but did not agree the loss of position - applied only to him and severely affecting the start of the race - when other unknown parties were making similar movements was fair and equitable.

DECISION

The COA upheld the SOM decision but modified the penalty assessed by the Race Director. The COA assigned the penalty of Probation for one race weekend which incurred three penalty points on Mr. Barroso's competition license. Mr. Barroso's qualifying times were restored prior to the race and his grid position was determined in the typical manner. Mr. Barroso's appeal was well founded and his appeal fee, less the administrative portion retained by SCCA, was returned.

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 68
Bobby Gossett vs. SOM COA Ref. 25-03-RO
October 5, 2025

FACTS IN BRIEF

Following the Spec Miata (SM) race on Saturday, October 4, 2025, at the SCCA Runoffs at Road America, Tyler Brown, entrant for Tom Brown, driver of SM #27, protested Bobby Gossett, driver of SM #44, for violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road) citing contact at Turn 7.

The Stewards of the Meeting (SOM) Mike Smith and Gloria Larson (Chair) interviewed witnesses, reviewed documents and statements, viewed video, and determined Mr. Gossett was responsible for the contact. The SOM issued a penalty of loss of position (placing Car #44 behind Car #27) plus two race weekends probation and 3 penalty points on Mr. Gossett's competition license.

Mr. Gossett appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Lee Hill, Laurie Sheppard, and Bev Heilicher (Chair) met on October 5, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Gossett, received October 5, 2025.
2. SOM Decision, associated documents, and video from several sources, received October 5, 2025.
3. Interview with Mr. Gossett, on October 5, 2025.

FINDINGS

Mr. Gossett asserted he was alongside Mr. Brown in the previous corner and it was Mr. Brown who deprived Mr. Gossett of racing room. He asserted Mr. Brown did not follow the usual racing line entering Turn 7, instead approaching from mid-track. He also alleged Car #27 turned toward the apex while Car #44 was alongside.

The COA reviewed the available witness statements and examined video from both cars. Mr. Gossett presented the SCCA Live Stream as new evidence for his case.

In reviewing Mr. Gossett's in-car video, on the 12th lap of the Spec Miata race, while exiting Turn 5, Car #44 and Car #27 were side-by-side coming up the hill approaching Turn 6 with Car #44 on driver's right. The two cars continued side by side into Turn 6, a 90-degree left, with Car #44 losing ground through the turn. By the exit of Turn 6, Car #44 had little or no overlap with Car #27. Car #27 ran a defensive line in the middle of the track on the short straight between turns 6 and 7. When Car #27 gradually turned in to Turn 7 (a fast sweeper to the right), Car #44 tried to regain his position alongside. Car #44's left front contacted the right side of Car #27 behind the passenger door causing Car #27 to spin clockwise. Car #27 left the race track on driver's left and rejoined after losing several positions. Car #44 continued, having gained the position.

The COA found Mr. Gossett had not earned the right to racing room as he had not presented himself sufficiently alongside Car #27 prior to the turn-in for Turn 7.

DECISION

The COA upheld the SOM decision against Mr. Gossett but amended the GCR violation reference to GCR 6.11.1.A. (Contact). The position penalty, probation and associated penalty points were retained. Mr. Gossett's appeal was well founded and his appeal fee, less the administrative portion retained by SCCA, was returned.

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 92
Jose Osiris Peña vs. SOM COA Ref. No. 25-04-RO
October 5, 2025

FACTS IN BRIEF

Following the Super Touring Lite (STL) race on Sunday, October 5, 2025, at the SCCA Runoffs at Road America, Clerk of the Course Dennis Dean submitted a Chief Steward's Action (CSA) citing Jose Osiris Peña, driver of STL #1, with violation of Runoffs Supplemental Regulation (Supps) 5.17.8. (Start and Restart Acceleration Zone) for moving out of line on a restart. A 5-second penalty was applied to Car #1 in the race results which moved Mr. Peña from being scored as the winner to finishing in 2nd place. Mr. Peña protested the CSA, claiming the Supps do not apply to restarts.

The Stewards of the Meeting (SOM) Jim Graffy, Jim Suhr, and Bob Neff (Chair) interviewed Mr. Peña, and verified paragraph 5.17.8. did apply to restarts. The SOM disallowed Mr. Peña's protest. He appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Lee Hill, and Jack Kish (Chair) met on October 5, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. Peña, received on October 5, 2025.
2. SOM Hearing, Decision, and related documents, received October 5, 2025.
3. SCCA Video showing the field approaching the restart on lap 4 of the STL race on October 5, 2025.
4. Interview with Mr. Peña on October 5, 2025.

FINDINGS

In his appeal Mr. Peña stated, "It is not clear what is the line to follow for the restart." The COA explained, in detail, the process of restarts relative to the Start and Restart Acceleration Zone employed at the SCCA Runoffs. The video supplied clearly showed as Car #1 (the second car in line) was within the acceleration zone, it moved a full car width to the right of the single file line of cars. Supps 5.17.8. (Start and Restart Acceleration Zone:) says, "Cars must not step out of line nor pass during acceleration until the green flag is displayed." The COA notes this verbiage is consistent with GCR 6.6.2.B.3.iii. which says, "Drivers must maintain the safety car's pace and not improve

their positions or begin racing until the green flag has been displayed to restart the race.”

DECISION

The COA upheld the SOM decision against Mr. Peña. The penalties assessed via the CSA Action #90 remain in effect. Mr. Peña’s appeal was well founded, and his appeal fee, less the administrative portion retained by SCCA, is to be returned.

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference No. 91
Brad McAllister vs. SOM COA Ref. 25-05-RO
October 5, 2025

FACTS IN BRIEF

Following the Grand Touring 2 (GT2) race on Sunday, October 5, 2025, at the SCCA Runoffs at Road America, Race Director Steve Pence filed a Chief Steward's Action (CSA) citing Brad McAllister, driver of GT2 #24, with violation of Runoffs Supplemental Regulations 5.17.8. (Start and Restart Acceleration Zone) for accelerating before the beginning of the Acceleration Zone on the start of the race from his 1st place starting position. A 5-second penalty was applied to Car #24 in the race results which dropped Mr. McAllister from being scored as the winner to finishing in 5th place.

The Stewards of the Meeting (SOM) Matias Bonnier, Bill Blake, and Bryan Deane (Chair), interviewed witnesses, reviewed documents and statements, viewed video, and disallowed the protest due to insufficient evidence to overturn the CSA which allowed the 5-second penalty to remain.

Mr. McAllister appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Jack Kish, and Lee Hill (Chair) met on October 5, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mr. McAllister, received October 5, 2025.
2. SOM Decision, associated documents, and video from several sources, received October 5, 2025.
3. Interview with Mr. McAllister on October 5, 2025.

FINDINGS

The COA reviewed the available witness statements and examined video from the SCCA Live Stream. Mr. McAllister came prepared to demonstrate variability in the judgements of start line officials with various videos. However, the Runoffs Supplemental Regulations (5.17.8.) clearly state that the decision of a Start Judge is non-protestable. Mr. McAllister withdrew his appeal.

The COA notes the verbiage in Runoffs Supplemental Regulations 5.17.8. is consistent with GCR 5.11.3.B. which states, "A Judge's determination may not be protested." Penalties applied for a violation reported by a judge may be protested.

DECISION

The COA accepted the withdrawal of Mr. McAllister's appeal. The SOM decision remains in effect. Mr. McAllister's entire appeal fee was returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Harley Scuffil vs. SOM COA Ref. No. 25-17-SE October 16, 2025

FACTS IN BRIEF

On September 21, 2025, following Race 2 for Group 5 at the 2025 SARRC Invitational Challenge held at Daytona International Speedway, Mical Fountain, driver of Spec Miata South East (SMSE) #101, protested Harley Scuffil, driver of SMSE #45, for avoidable contact, blocking, and failure to leave racing room for Car #101, causing Car #101 to lose speed and finish .008 seconds behind Car #45.

The Stewards of the Meeting (SOM), Susie Biggers, Herbert Gomez, and Phil Croyle (Chair) met, reviewed the evidence, and heard witnesses. The SOM determined Mr. Scuffil violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact), B. (Racing Room), and C. (Blocking) by making multiple lateral moves on a straight resulting in making physical contact and depriving Mr. Fountain of racing room. The SOM penalized Mr. Scuffil with loss of one finishing position (placing him behind Mr. Fountain) which incurred two penalty points on his competition license.

Mr. Scuffil appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Laurie Sheppard, and Lee Hill (Chair) met on October 6, 2025, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Harley Scuffil, submitted September 30, 2025.
2. SOM Video from Car #45 and Car #101, received on October 1, 2025.
3. Appellant Video from trailing SM #34 and SCCA Live Stream, received on October 1, 2025.
4. Appellant Photos of tire marks on Car #45, received on October 1, 2025.
5. Official Observers Report and related documents, received October 1, 2025.
6. SOM Response to Appeal including an additional witness statement from Mr. Fountain and several still photos from the SCCA Live Stream, received October 6, 2025.

FINDINGS

In his appeal, Mr. Scuffil asserted he was attempting to stay in the draft of the car ahead and was not aware that Car #101 was partly alongside on his right. He also asserted

that the first contact was so light that he didn't feel it and the second contact was due to Car #101 moving left into Mr. Scuffil's right side. And finally, he stated since Car #101 had about a car width gap to the wall, he had left Car #101 plenty of racing room.

The SOM interviewed both drivers, collected their Witness Statements, and reviewed the in-car video from both cars before making their decision.

The COA reviewed all videos submitted, as well as the documentation provided by the SOM, including witness statements and all other evidence. The video from Spec Miata (SM) #34, driven by Ford Munnerlyn, proved inconclusive because the view was largely blocked by another car between SM #34 and the incident in question.

The videos showed that leaving the chicane on the 12th and final lap of the race, two SM (#4 & #24) and two SMSE (#45 & #101) were in a single file formation following each other closely. As the group entered the tri-oval section of the speedway they were running about one car width off the bottom (driver's left) of the banking. SMSE #101, running 4th in the line, moved left to the bottom and SMSE #45 immediately moved low to defend. Car #101 then moved right and began to pass Car #45. At the same time, SM #24 (2nd in the line) moved right to begin his attempt to pass SM #4 (first in the line) which placed him directly ahead of Car #101 giving Car #101 the benefit of his draft. Car #45 moved to his right in an apparent attempt to get back into Car #24's draft and initiated significant contact with Car #101 who was already part way alongside. The contact sent Car #101 up the banking to driver's right nearly to the wall. As they approached the finish line, Car #24 continued to move gradually to the right with Car #45 following while Car #101 maintained his line parallel to the wall. As Car #45 followed in Car #24's draft with both moving gradually to the right, Car #45 had a second side-to-side contact with Car #101 just short of the finish line. Car #45 was judged to have finished ahead of Car #101 with a transponder margin of victory of .008 seconds.

The COA finds GCR 6.11.1.A. B. and C. (Rules of the Road) stipulate each driver is to maintain control of their car and leave room for others, so they do not come into contact under close racing conditions. It allows just one safe (lateral) move in defense and forbids additional lateral moves as blocking.

The COA notes that while Mr. Scuffil's initial move to his left was a reasonable and safe defensive move, his subsequent move back to driver right was not – and satisfies the definition of Blocking (GCR 6.11.1.C.). This move resulted in avoidable contact (GCR 6.11.1.A.) and failed to leave racing room for Car #101 (GCR 6.11.1.B.). Mr. Scuffil's assertion that there was room for Car #101 to move to the right is not germane since Mr. Fountain had no obligation to get out of Mr. Scuffil's way. Mr. Fountain's video clearly shows he continuously maintained a course parallel to the wall while Car #24

ahead moved gradually to the right and the second contact was the result of Car #45 attempting to follow Car #24.

The COA finds Mr. Scuffil violated GCR 6.11.1.A., B., and C. by making several lateral moves resulting in at least two instances of contact with Car #101. The SOM made a thoughtful and reasoned decision based on the testimony and video evidence, and the penalties assessed are within the purview of the SOM.

The COA reminds all drivers that when racing on straight sections of track (and the banking at Daytona is effectively a straight), the decision to move laterally must take into consideration the location of all other cars in the vicinity as well as cars that are approaching and committed to overtaking. It is the responsibility of all drivers to be aware of the relative positions of all nearby cars and remember that if a car disappears from your mirrors, it is most likely located in your blind spot – and that following another car does not give a driver the right to push a car that is alongside out of the way.

The COA finds the additional videos and photos provided by Mr. Scuffil did not introduce any relevant new evidence.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Scuffil's appeal is not well founded, and his entire appeal fee will be retained by SCCA.

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CLUB RACING BOARD MINUTES | November 4, 2025

The Club Racing Board met by teleconference on November 4, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Chuck Dobbs and Mark Weber, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #39103 (Barry Borgschatz, Jr) Engine/Spec Line Requests

We appreciate your perspective and feedback. Please see letter #39104 for the cam specs.

B-Spec

1. #39031 (Richard Hromin) Request to Stop Slowing Cars Down

We appreciate your perspective and feedback. After the round of BOP changes in 2023 when weight was added to the Mini and several other cars were given allowances such as cold air intakes, the only changes that have been made to the BOP have been to speed cars up that are clearly lagging in pace. It is the committee's desire to continue this trend as much as we can, as there are clearly several cars that are lacking speed. We will continue to monitor the balance of performance (BOP) across the category at all tracks.

2. #39216 (Alex Ratcliffe) Consider Reducing the Weight on 2002-06 Mini R50

We appreciate your perspective and feedback. Competitiveness of the R50 Mini has been monitored by the committee and will be considered with the full slate of recommended BOP changes that the committee will make for 2026.

GCR

1. #38907 (Thomas Kirchman) Minimum Impound Inspection Time

We appreciate your perspective and feedback. The Club Racing Board does not recommend this change. The Chief Steward has the ability to release cars from impound early. Supplemental regulations may also specify specific impound procedures for an event.

General

1. #39165 (Brian Styczynski) CRB Transparency

We appreciate your perspective and feedback. The CRB and staff are actively looking at solutions to provide additional information and visibility, when elected, to the letter submission and response process. As we work through multiple IT projects, we will continue to work toward a future solution.

2. #39178 (Peter Olivola) Transparency

We appreciate your perspective and feedback. Please see letter # 39165 in current Fastrack.

3. #39181 (John Weisberg) Application for seat on the CRB

Thank you for your resume. Currently the CRB is fully staffed. Your resume will be kept on file for future consideration.

4. #39284 (Connor Loughhead) Runoffs Schedule Feedback

We appreciate your perspective and feedback. The Runoffs participant survey was sent to drivers and volunteers in early November. We hope that you and your fellow racers took that opportunity to share and provide us with your opinions on a few proposed ideas and changes to future event formats. Yes, the format change was a big one, and we realize there is still work to be done. Once we have the survey data back, we plan to analyze it and discuss potential solutions to solve some of the pain points you brought up. Thank you for your support and participation of this year's Runoffs, and the other 22 as well.

5. #39314 (Raymond Blethen) "Home Region" Local Runoffs Qualification Path

We appreciate your perspective and feedback. We have made a significant adjustment to the Road Racing program that addresses your specific requests. We have suspended the performance criteria for participating in the 2026 Runoffs, see letter 39294 in current Fastrack. Participate in three Majors weekends and you are eligible to enter the event. The Club will need to see how the current economic uncertainty impacts the program and what, if any, more changes will need to be made.

6. #39358 (David Fiorelli) STU/GT3U consolidation

Thanks for your letter Dave. Some changes need to be made in order to accomplish SCCA's goal to improve the Runoffs experience by limiting to 18 run groups and, longer term, 18 well subscribed single class National championship races. This requires some class consolidations or the elimination of Runoffs-eligible, under-subscribed classes. STU/GT3U is one of these consolidations with close enough BoP to be successful and potentially encourage growing participation. The CRB and SCCA hope to conclude this consolidation for 2026. Since the 2025 Runoffs, data is being analyzed and some additional adjustments will be made to the GT3U specifications. All involved desire fair and equitable BoP before the final consolidation. TCR cars have been moved to T2 which should be a better class for these cars. We intend to continue collecting and analyzing data in order to quickly apply any additional adjustments to insure BoP as equitable as possible. We all desire an STU class with two rule sets that has fair BoP and encourages participation growth over time. We also hope and encourage all involved advisory committees remain positive and encourage future participation in STU.

7. #39362 (John Mills) Class Consolidation

We appreciate your perspective and feedback. Please see response to letter # 39358 in current Fastrack. The same theory applies to the GTL/FP consolidation.

8. #39389 (Chris Edens) GT3-STU Merger

We appreciate your perspective and feedback. Please see letter # 39358 in current Fastrack.

9. #39399 (Samuel Fouse) Support for Letter 39362

We appreciate your perspective and feedback. Please see response to letter # 39358 in current Fastrack. The same theory applies to the GTL/FP consolidation.

FP

1. #39186 (Peter Zekert) Notes on GTLite Cars in FProd

We appreciate your perspective and feedback. Please see Letter #39374 for changes that are impacting former-GTL cars in FP.

Prod General

1. #37190 (Production Committee) Reconsider Wheel & Tire Size Limitations in Prod

We appreciate your perspective and feedback. After thorough consideration of the survey responses, input from our tire manufacturers, the current state of wheel size variation and competition balance within each class, potential performance benefits that could be realized by the proposed changes, the ever-increasing costs of racing, and the current environment of Road Racing in general, the PAC has come to the conclusion to NOT make any large, sweeping changes to the current wheel specs at this time. It is evident that this is a sensitive and polarizing subject with no clear answer to what the best direction is for the Production Category, and that is ultimately why this decision is being made. Note that instances where a discrepancy appears to exist versus typical max wheel spec practices may still be considered for adjustment.

The PAC wishes to thank all survey participants, as their responses did highlight how varied the opinions are on this subject, as well as any other input that was provided to help make this decision.

STL

1. #39199 (Matt Phillips) Extended Ball Joints Clarification

We appreciate your perspective and feedback. Extended Ball Joints are not allowed in STL, however, SM cars which may run Extended Ball Joints may run in STL, must adhere to SM rules.

Not Recommended

B-Spec

1. #39085 (Jason Grant) Request to Classify Kia Soul

Thank you for your letter and for taking the time to fill out a VTS. Unfortunately, the committee does not recommend this vehicle for competition in B-Spec due to rollover concerns thanks to its relatively high profile and concerns about overall competitive due to the drag coefficient of the body relative to other vehicles in the category.

2. #39215 (Alex Ratcliffe) Consider +0.020 Overbores Due to Diminishing Engine Supply

We appreciate your perspective and feedback. While the concerns regarding engine availability are well founded, this is not a can of worms that the committee wants to open at this time. It is worth nothing that most platforms for this category have rebuild tolerances in the service manual. Engines that meet the tolerances listed in a vehicle's factory service manual meet class rules and philosophy.

GCR

1. #38993 (Richard Mooney) Protest Requirements 8.3.1

We appreciate your perspective and feedback. The Club Racing Board does not recommend this change. Cars without working forward-facing cameras may be penalized, and other evidence presented may be used to support a protest.

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2. #39142 (Paul Morrison) Required Decals On Page 81 v.9 GCR

We appreciate your perspective and feedback. The Club Racing Board does not recommend this change. Legibility for corner workers and Timing & Scoring is the primary consideration for decals and numbers, not exact placement locations on the sides and front.

3. #39158 (Bradley Davis) SCCA Number Boards and Numbers

We appreciate your perspective and feedback. The Club Racing Board does not recommend this change. Standards for number legibility are in GCR section 9.3.29. Event organizers have the ability to ask competitors to comply with the standards.

General

1. #38863 (Stevan Davis) Track Records Per Classes for SCCA

We appreciate your perspective and feedback. The Road Racing Department started a project years ago to archive track records, but other technology projects took priority. The Department is devising a plan to take existing database entries and work on a solution that could be automated in the future. We appreciate the enthusiasm that our racers have toward celebrating those who set new track records, and we hope that we can come up with a plan that will showcase that.

2. #39002 (John Barnum) Allow Club Spec Mustang to Race in Regional/Vintage Races

The Club Racing Board does not recommend this option as the Club Spec Mustang is allowed under a spec line in Touring 4 and can participate in all other SCCA programs with a full roll cage.

3. #39266 (Jason Stine) Please Count HP Invitational For National Points

We appreciate your perspective and feedback. While we fully support your efforts and the efforts of the HP community for this event, we cannot recommend this action. Regional events are different from Majors in a variety of ways (race length, run groups, etc.) so the two aren't equivalent. It would not be fair to other classes to allow this event to count towards overall class participation. That said, if you want participation in this type of event to aid the HP cause, please feel free to consider moving the event to a conference major.

4. #39334 (Jason Stine) Creation of Road Racing Advisory Committee

We appreciate your perspective and feedback. The addition of another advisory committee (AC) for the CRB isn't recommended at this time. The responsibilities of the committee you outline are already handled by the CRB and its subordinate ACs. Every member has the opportunity to voice their opinion within the letter log system as it currently is constituted. However, independent committee such as you outline could collate input for the CRB for consideration.

EP

1. #39155 (Bryce McGuire) BMW Z3 2.8 Liter Request

Thank you for your letter, but this request is Not Recommended at this time. The performance potential of the 2.8L BMW's in EP has proven to be adequate.

FP

1. #39194 (CHRIS KOPLEY) Requested Changes to Appendix N Toyota AGE Engine

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Thank you for your letter, but adjustments to this classification are Not Recommended at this time. Please see Letter #39374 for other changes impacting former-GTL cars in FP that seek to improve competition balance.

HP

1. #39167 (Bill Lamkin) Rescind the 50lb weight penalty added to 84-87 Honda Civic/CRX

We appreciate your perspective and feedback. Please see response to Letter #39223, as it effects this vehicle. The impact of this new change will be monitored before anything additional will be considered, therefore this request is Not Recommended at this time.

2. #39171 (Enrik Benazic) Request Weight Reduction for the 1984-1987 Civic/CRX

We appreciate your perspective and feedback. Please see response to Letter #39223, as it effects this vehicle. The impact of this new change will be monitored before anything additional will be considered, therefore this request is Not Recommended at this time.

STL

1. #39057 (Harley Kaplan) Wheel Width Request

We appreciate your perspective and feedback. Not consistent with class Philosophy.

2. #39243 (Jonathan Lugod) Wider Rims and Tires for Heavy FWD

We appreciate your perspective and feedback. Not consistent with class Philosophy.

STU

1. #38683 (Alex Krugman) LOTUS EXIGE ADJUSTMENT

We appreciate your perspective and feedback. Car is competitive as it is with latest adjustments.

2. #38939 (Will Clark) Wider Wheels for Honda S2000

We appreciate your perspective and feedback. Not consistent with class Philosophy.

3. #39026 (Macey Urso) STU BMW BOP

We appreciate your perspective and feedback. The TCR cars are no longer running with STU. The BoP between GT3U cars and STU cars will continue to be evaluated. Please continue to run your car so we can obtain data to include in our evaluation.

4. #39061 (Eric Heinrich) Traditional STU Cars - Dashboards

We appreciate your perspective and feedback. Your request is not within class philosophy.

5. #39087 (Jill Urso) S54 Competition Adjustments

We appreciate your perspective and feedback. The TCR cars are no longer running with STU. The BoP between GT3U cars and STU cars will continue to be evaluated. Please continue to run your car so we can obtain data to include in our evaluation.

T4

1. #39392 (Lynne Griffiths) Spec Boxster T4

We appreciate your perspective and feedback. The Mustang in question has been changed. The T4 SPB spec line is very true to the PCA spec series. Comparing SPB and T4 results shows that the classes are very similar. In fact, the SPB spec line may have an advantage at many tracks.

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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.

P

1. #39293 (Club Racing Board) Restore P2 to a Major, Super Tour and Runoffs eligible class

In GCR, Section 9.1.8.C., change heading as follows:

"C. PROTOTYPE 2 (P2) CLASSIFICATION (~~Regional Class Only~~)"

In P2 Spec Lines, P2 Engine Table, change Header as follows:

"P2 Engine Table (~~Regional Class Only~~)"

In P2 Spec Lines, Table 1 (Spec Line Cars), change Header as follows:

"Table 1 (Spec Line Cars) (~~Regional Class Only~~)"

SRF

1. #39424 (Robey Clark) Engine, Driveline & Penalties

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

"NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical, and lubrication systems. All systems are subject to test procedures and must conform to OEM / RFSR11 / *SCCA Enterprises* specifications. All fluids, except fuel, are unrestricted."

In Spec Racer Ford, GCR section 9.1.8.D.1.T, add the following:

"If a competitor refuses to give their components, engine and/or transaxle units for testing per a request of the *Class Compliance Chief (CCC) or* Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:"

In Spec Racer Ford, GCR section 9.1.8.D.1.T.d, add a new section and change as follows:

"4. Any drivetrain part found to be out of spec, during voluntary or involuntary inspection, will constitute a Drivetrain Violation. Penalties may be assessed post event."

4.5. For a second illegal Drivetrain Violation, the competitor will be permanently disqualified from further Spec Racer Ford *"SRF – SRF3"* competition. Drivetrain Violation components will be identified within the class Specifications. Drivetrain Violations will be permanently tracked."

GCR

1. #38947 (Club Racing Board) Sealed Engines and Transmissions

In General Technical and Safety Inspections, GCR section 9.3, add a new section as follows and renumber the following sections accordingly:

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"(Effective 1/1/26)

9.3.42. SEALED ENGINES AND TRANSMISSIONS

Race cars with sealed engines and/or transmissions are not subject to tear down either through post-race inspection or mechanical protest if:

1. The car engine and/or transmission units have each been homologated as a unit (engine and transmission are separate units) by an SCCA-recognized organization, manufacturer, or sanctioning body.

2. The competitor has provided dated documentation from the homologating organization, manufacturer, or sanctioning body to identify the seals and their unaltered condition.

3. The seals are in their original location and unaltered condition.

Competitors who cannot meet all three of these criteria are subject to tear down in post-race impound and mechanical protest.

Competitors who refuse to comply with a tear down are subject to penalties, including disqualification."

2. #39145 (Lans Stout) Clarification of Regional Event Awards

In Awards, GCR section 3.6, add the following:

"Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered. *The awarding of trophies and/or awards at Regional events is at the discretion of the organizing Region.*"

In Distributing Awards, GCR section 3.6.1, change as follows:

"Organizers ~~must~~*may* have event awards, *if any are to be awarded*, for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so *that* placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending *the* Court of Appeals' decision."

3. #39294 (Club Racing Board) Remove Performance Requirements

In GCR, Section 3.7.4.A.1.b., change as follows:

"Performance Requirements *(Suspended for 2026)*"

In GCR, Section 3.7.4.A.1.b.3, change as follows:

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

General

1. #35041 (SCCA Staff) AppK and AppK.1

In GCR, Remove APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS and 2012 STO SPECIFIC GENERAL TECHNICAL REGULATIONS in their entirety and replace with the following:

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

These specifications are a part of the SCCA GCR and all automobiles shall conform to GCR section 9.

A. Purpose and Philosophy

The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of preparation, using DOT-

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approved tires. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US. No chassis or engines older than 1985 will be eligible, except that model runs that began before 1985 are eligible (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are eligible). The SCCA does not guarantee the competitiveness of any car.

Alternate allowances may be approved on a case-by-case basis for individual vehicles that do not meet these parameters; see "Alternate Vehicle Allowances" tables. Engines components from these approved vehicle allowances may not be installed in other chassis without specific line-item approval (e.g., the STU 3.8L Mustang engine may not be installed into a Ford Focus).

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car. Some amount of latitude will be considered to facilitate engine installations, however if extensive modifications are required it is recommended to seek clarification from the Club Racing Board.

Replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.

Each class will have a baseline target power-to-weight ratio. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet these targets. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility

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

- 1. 1985 and newer cars built specifically under these ST rules*
- 2. World Challenge GT cars, with a VTS sheet dated 2009 or earlier, are eligible for classification under the following criteria:*
 - a. Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation*
 - b. Competitors must have the VTS sheet, as approved, available for scrutineers when requested.*
 - c. Weight will be set at the greater of the World Challenge weight plus 5% or the STO rules weight plus 5%.*
 - d. Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.*
 - e. See 9.1.4.2.I, table of Approved World Challenge Cars.*
 - f. Cars must meet tire rule 9.1.4.P.1*

Note: World Challenge VTS cars are subject to adjustments (i.e., weight, restrictor) as necessary.

C. Bodywork

- 1. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient.*
- 2. 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.*
- 3. Bumper brackets may be modified, but bumpers must remain in OEM locations.*
- 4. 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.*
- 5. 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. Aftermarket latches 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.*
- 6. 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.*
- 7. 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.*
- 8. 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.*
- 9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.*
- 10. Fenders and wheel openings shall remain unmodified. OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch. 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.*

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11. *OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, and/ or trunk/deck lid with nonmetallic composite parts. 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.*

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

13. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.

14. 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.

15. Canards or dive planes are not permitted unless part of the OEM bodywork.

D. Aerodynamic Devices

1. Front Air Dam

a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

c. The minimum ride height of the air dam is 3.0 inches.

d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray

a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.

b. The minimum ride height of the undertray is 3.0 inches.

3. Splitter

a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.

b. A front splitter may be added. 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.

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. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

e. 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.

f. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

g. The minimum ride height of the front splitter is 3.0 inches.

4. Rear Wing

a. The wing shall be mounted to the trunk/deck lid 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 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, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed. OEM aerodynamic devices do not need to adhere to the height rule.

c. Wings shall be a single element with a maximum chord length of 12.00 inches, including any Gurney flap.

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. OEM aerodynamic devices do not need to adhere to the height rule.

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.

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

h. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer, is permitted.

E. Interior

1. The following items must be removed: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.

2. The following items may also be removed:

Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems

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fitted to the original car solely for the comfort of the driver and/or passengers.

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4. *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.

5. *The above components shall be attached to/contained in the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.*
6. *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. The floor pan must remain in its original position. The driver's seat shall be located longitudinally.*
7. *Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.*
8. *Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.*
 - a. *Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.*
 - b. *Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.*
 - c. *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. The required dash pad may be made of any material. The dash pad shall maintain the stock profile.*

F. 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 seat bulkhead in conjunction with the OEM structure, the close out panel 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 drive shafts shall have 2 steel, 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.*
5. *Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld.*
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. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. 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 0.25 inch minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.*
9. *Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.*
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.*

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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.

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15. *Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.*
16. *The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.*
17. *The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/trans-axle.*
18. *Inner fender panels may be modified or replaced.*
19. *Convertible model cars may compete with a hardtop or as an open car.*
20. *Fasteners are free. Fasteners may be replaced with adhesives.*
21. *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.*
22. *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.*
23. *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 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.*
24. *Minimum ride height is 3.0 inches.*

G. Engine

1. *Alternate engines may be used, 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 the United States. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).*

The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than

1.0 inch thick and must be made of the same material as either the head or intake manifold.

Engines from vehicles not available in a car delivered in the United States will be considered and approved on a case-by-case basis for use in ST. 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. Copies of the appropriate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the "Requested Non-Stock Allowances" section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.

1. *The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as 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. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.*
2. *Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.*
3. *Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components. Alternate camshafts are allowed. Camshaft timing is free.*
4. *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.*
5. *The ignition system is unrestricted.*
6. *A programmable ECU is permitted. Engine calibration (spark and fuel) is free.*
7. *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.*
8. *The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.*
9. *The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced*

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with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire or in some other way secure the oil drain plug.

10. *Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.*

11.

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12. 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.
13. 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).
14. 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. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.
15. To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined.
16. 17 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.
17. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.
18. 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.
19. Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis. Swapping of turbochargers between engine makes and models is prohibited. Super-charged cars may be approved on a case-by-case basis. Contact the Road Racing Technical Office for details (contact info at the front of this book).
20. Alternate water pump, alternator, 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.
21. Intake Requirements: All cars shall use the stock or approved air throttling device (e.g., carburetor, throttle body) and intake manifold for the installed engine, unless noted otherwise.
22. 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.
24. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified 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.
 - a. 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:
 1. Cadillac CTS-V (04-07)
 2. Pontiac GTO (04-08)
 3. Ford Mustang (85-06)
 4. GM F-Body (93-02)
25. The intake and exhaust ports on piston engines may be ported at a 1% weight penalty. The valve guide may be machined as part of this porting.
26. Compression ratio is limited to 12.0:1.
27. Valve lift is limited to .600 inches.
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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H. Cooling Systems

1. *WaterCooling* - 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.
4. *Water Spray Systems*- Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. 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.

J. Oil System

If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

6. 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.
7. Accusump-type systems may be used.

K. Exhaust System

1. The exhaust system may be modified, or replaced.
2. Outlets must be located rearward of the midpoint of the wheelbase.
3. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. 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.
4. 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. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

L. Electrical System

1. The electrical system is free provided that:
2. Batteries are free, subject to GCR 9.3. Batteries.
3. 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.
4. 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.
5. 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.
6. 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.

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M. 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. 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.*
- 2. After market replacement differential housings are permitted as long as they are an exact equivalent.*
- 3. Vent and/or breather lines may be added to the transmission and/or differential. 1 transmission cooler and 1 differential cooler are permitted.*
- 4. Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free. Carbon clutches are permitted.*
- 5. Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*
- 6. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control) and may not interface with, or affect, the braking system or throttle control.*

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N. 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. Driver adjustable systems and electronically controlled shocks are not permitted. 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.
4. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to stabilizer bars during practice, qualifying and race must be done in pit lane.
5. Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Drop spindles are allowed.
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. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
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.
10. Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs
11. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.
12. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
13. 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.
14. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
15. 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.
16. 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 system may be used.
17. Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs

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18. *Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.*

19. *Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of*

6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.

20. *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.*

21. *Alternate control arms permitted.*

O. 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. *Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.*

6. *Wheel fans are not permitted.*

7. *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.*

8. *Titanium piston inserts are permitted.*

9. *Rotors- 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter or 33mm in thickness are permitted. Maximum brake rotor diameter of 380mm is permitted at a 100 pound penalty.*

10. *Calipers- The standard production calipers or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper.*

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.

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P. Tires & Wheels

1. *Tires must conform to 9.3. Tires. GT1/ST tire make/size is free, DOT tires are not required. DOT tires per 9.3. Tires are required for GT2/ST cars. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*
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, unless otherwise specified.*
 - 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.*
 - 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.*
 - f. *Approved slicks (competition wets) with 100 lb. penalty.*
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 18.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.*

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SMX5

1. #39007 (Spec Mazda (SM/SMX) Committee) SMX Tires for 2026

Based on the results of the 2025 SMX Tire RFP, please approve the following language in SMX section 9.1.7.1.d.16.:

"a. Dry tires: *Hoosier SMX P225/40/17* ~~Toyo RR P235/40/ZR17~~.

b. Wet tires: *Hoosier SMXW P215/40/17* ~~Toyo RA1 P235/40/ZR17~~.

c. SMX TIRE MARKING:

1. *Effective 1/1/26* SMX cars are limited to one set of *Hoosier SMX P225/40/17* ~~Toyo RR P235/40/ZR17~~ per Hoosier Super Tour event weekend for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked.

2. A mandatory impound for all SMX competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound.

3. 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 discretion of the Hoosier Super Tour Series Tech Chief of SMX CCC the competitor may be allowed to substitute alternate used tires(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire.

Outgoing spec dry tire Toyo RR P235/40/17 and wet tire Toyo RA1 P235/40/17 may be continued to be used at conference Majors and Regionals until 4/30/26."

GT3U

1. #39258 (Grand Touring Committee) GT3/GT3U Rule Changes

In GCR, Section 9.1.2.F.3., add the following:

"10. Increase the minimum weight of all GT3/GT3U 2.0 liter unrestricted engines to +75 lbs.

11. Add a ride height minimum limit (for all GT3 rule set cars running in STU starting January 01, 2026) of 3.0" minimum including front spoiler and splitter."

STU

1. #39198 (Benjamin Slechta) Committee Resume

Benjamin Slechta has been added to the STAC.

2. #39234 (Jose Pena) Aftermarket ABS Module

In GCR, Section 9.1.4.1.E., add the following:

"7. Delta Motorsports ABS system is allowed. Other aftermarket ABS systems will be considered on a case by case basis."

T1

1. #39409 (Touring Committee) T1 GT4 new rule- labeling

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In GCR, Section 9.1.9.1.A.V.1, add the following:

"c. All T1-GT4 cars are permitted to choose a homologation from either IMSA or SRO dated 2022 or after, as shown on the spec line. The chosen homologation must be declared on the car near the spec line number."

Taken Care Of

General

1. #39128 (Raymond Blethen) Remove Runoffs Qualification Criteria

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

2. #39129 (Raymond Blethen) Request to Change Runoffs Format to Increase Track Time

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

3. #39152 (TIM DAY) This Letter is Supporting the Reinstating the Prototype 2 Class

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

4. #39183 (Eric O'Brien) Reinstate P2 - Support of Letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

5. #39185 (John Bosso) Reinstate P2 eligibility for Majors, Super Tour and Runoffs

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

6. #39188 (Chris Young) Support letter 39152 Owner Young Racing

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

7. #39191 (Robert Kazen) Support of Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

8. #39192 (Scott Bitzer) Support of Tim Day letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

9. #39193 (Dan Gawlik) Letter #39152 P and P2

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

10. #39197 (John Gyann) Support of Letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

11. #39202 (Lawrence Loshak) I Support Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

12. #39203 (Brian Lindstrand) I am in Support of Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

13. #39204 (Todd Parks) Reinstate P2 - Support for Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

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14. #39205 (Pat Wildfire) Support for Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

15. #39206 (Dennis Losher) Support for Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

16. #39207 (MICHAEL Devins) Full Support for Letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

17. #39208 (Thomas Kaufman) In Support of Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

18. #39209 (Frederick Michael) Support for Letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

19. #39210 (Brad Bryant) Letter in Support of Letter #39152 from Tim Day, Jr.

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

20. #39211 (Mark Ditchkus) Letter 39152 Support

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

21. #39212 (Chris Vian) Support for Reinstatement of P2 as a Runoffs Class

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

22. #39213 (Jim Lepetich) Support For Tim Day Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

23. #39214 (Carl Wasser Leben) Combined P Classes

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

24. #39218 (Paul Decker) Reinstating P2 as a National Class

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

25. #39219 (MIKE BEAUCHAMP) Support of letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

26. #39225 (Michael Reupert) Support letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

27. #39232 (Fabian Okonski) Support for Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

28. #39233 (Jim Devenport) Reinstatement of P2

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

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29. #39237 (Sherman Chao) Restore P1 and P2 Class Rules and Eligibility for Runoffs

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

30. #39239 (Mike Bachman) Support for Reinstating P2 as Runoffs Class

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

31. #39242 (Johnnie Crean) P and P2 Classing

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

32. #39245 (David Kessinger) Letter #38152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

33. #39248 (Jason Fraley) Restore P1 and P2 class rules and eligibility for runoffs.

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

34. #39255 (Paul Makarucha) P2 Class Letter of Support for Letter #39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

35. #39256 (Brian Styczynski) FV Runoffs Participation

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

36. #39257 (MICHAEL Devins) Mixed class racing at the Runoffs, Super Tour and Majors.

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

37. #39263 (Jeff Jorgenson) P2 and P1 class combination

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

38. #39264 (Jeff Jorgenson) P2 and P1 class combination

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

39. #39267 (Terry Parve) I support the letter #36742

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

40. #39270 (Brayden Connolly) Support for letter #39266

We appreciate your perspective and feedback. Please see letter # 39266 in current Fastrack.

41. #39276 (Johnnie Crean) P1, P2 Thoughts

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

42. #39303 (John LaRue) Runoffs Qualification Criteria

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

43. #39304 (Rockford Beauchamp) Support for Letter 39303

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

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44. #39305 (DAN WISE) Supporting Letter 39303

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

45. #39306 (Barry Shelton) Support letter #39303

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

46. #39307 (Joe Camilleri) Support for letter #39266

We appreciate your perspective and feedback. Please see letter # 39266 in current Fastrack.

47. #39308 (Brandon Dixon) Support for letter 39303

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

48. #39310 (Dave Weitzenhof) Runoffs Qualification Requirements

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

49. #39312 (Kevin Brumbaugh) Support Letter 39303

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

50. #39319 (Sven de Vries) Formula 600 - Runoffs

We appreciate your perspective and feedback. Fourteen of the 18 Runoffs run groups will remain unchanged from 2025. The 2026 event will, however, experience several adjustments, most notably the inclusion of Prototype 2 and Formula 600. To fit those classes into the two Hagerty Race Days at the Runoffs, Prototype 2 will be included in the combined Formula Atlantic® and Prototype run group – that Runoffs race will feature a single split start, with Formula Atlantic in one part of the split, and a blended grid of Prototype/Prototype 2 class cars for the other part of the split. Formula 600 will also return to the Runoffs, with F600 drivers being added to the Formula F run group.

51. #39320 (Jeff Andrews) Support for letter 39314 parts 1 and 2

We appreciate your perspective and feedback. Please see letter # 39314 in current Fastrack.

52. #39324 (Jack Walbran) Thank you for HST and Runoffs Request

We appreciate your perspective and feedback. Please see letter # 39319 in current Fastrack.

53. #39330 (Joe Viso) This letter is in support of Letter 39152

We appreciate your perspective and feedback. Please see letter # 39293 in current Fastrack.

54. #39345 (Brian Styczynski) In Support of Runoff Qualification Formats

We appreciate your perspective and feedback. Please see letter # 39294 in current Fastrack.

55. #39355 (Michael Kelley) Support of letter #39266

We appreciate your perspective and feedback. Please see letter # 39266 in current Fastrack.

56. #39377 (Stephen Blethen) Support for Letter 39314

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We appreciate your perspective and feedback. Please see letter # 39314 in current Fastrack.

57. #39384 (Stephen Blethen) Allow Legends Cars to Race

We appreciate your perspective and feedback. Legends cars have a regional ruleset and are allowed to run in the same group as Production cars at Regional events and Conference Majors events. The Club Racing board is not interested in combining these cars into Production classing.

58. #39385 (Stephen Blethen) Allow Legends Crossover

We appreciate your perspective and feedback. Please see response to letter 39384 in current Fastrack.

59. #39390 (George Bugg) Support for Letter 39324

We appreciate your perspective and feedback. Please see letter # 39319 in current Fastrack.

FP

1. #39148 (Robert Heatwole Jr) Amendment to letter #39116

We appreciate your perspective and feedback. Please see letter # 39116 in current Fastrack.

2. #39326 (Stephen Simonds) FP Performance Parity

We appreciate your perspective and feedback. Please see response to letter #39325 in current Fastrack.

3. #39327 (Douglas Weaver) FP Parity Request

We appreciate your perspective and feedback. Please see response to letter #39325 in current Fastrack.

4. #39328 (Mark McAllister) Parity Request

We appreciate your perspective and feedback. Please see response to letter #39325 in current Fastrack.

T1

1. #39295 (Greg Nelson) Consideration for Nissan Z NISMO GT4 to Touring 1 Class

We appreciate your perspective and feedback. This car was classed in letter # 39394 in current Fastrack.

T2

1. #39262 (Oris Voigtmann) Adjustment to Ford Mustang (11-14)

We appreciate your perspective and feedback. A recent change was made to the spec line in letter # 38523 in current Fastrack.

What Do You Think

None.

Resumes

None.

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DATE: November 20, 2025

NUMBER: TB 25-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2025 unless otherwise noted. 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

1. #39104 (Barry Borgschatz, Jr) 1994 Mustang Spec Line Request

In AS Spec Lines, Ford Mustang GT(94-04) with Restricted Prep Engine, add to notes the following:

"Ford Motorsport #M-6250-F303 camshaft is permitted."

B-Spec/C-Spec

1. #39179 (B-Spec/C-Spec Committee) Expire Fiat 500 Spec Line

In B-Spec Spec Lines, Fiat 500 (12-17), add to Notes the following:

"Effective 1/1/27, Spec Line will be removed unless raced in 2026."

Electric Vehicle

None.

Formula/Sports Racing

None.

GCR

None.

General

None.

Grand Touring

None.

Improved Touring

None.

Legends Car

None.

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Production

1. #39180 (Anthony Parker) TR2 Notes E&O

In EP Spec Lines, Triumph TR2, 3, 3A, 4, 4A, TR4, TR4A, IRS, make the following change to the Notes:

"Front apron assembly may be made of alternate material. ~~Three (3) Weber 40 DCOE on IR manifold with 28mm chokes @ 1990 lbs.~~ Laycock overdrive, may use 5 speed gearbox without overdrive."

FP

1. #39259 (David Strittmatter) Competition Adjustment Request

In FP Spec Lines, Lancia Scorpion, change Weight as follows:

"~~2030~~1950"

2. #39268 (Tim Linerud) Factory Roll Bar Removal on VW Convertible

In FP Spec Line, Volkswagen Rabbit (Includes Convertible), remove the following wording in Notes:

"~~Factory roll bar must be removed on Cabriolet.~~"

3. #39325 (Mason Workman) FP Parity Request

In FP, change Weight as follows:

Acura Integra (90-93):

"~~2235~~2285

*~~2291~~2342

**~~2347~~2399"

Acura Integra LS (94-01):

"~~2260~~2310

*~~2317~~2368

**~~2373~~2426"

Acura Integra GSR (92-93):

"~~2325~~2375

*~~2383~~2434

**~~2441~~2494"

Honda Civic Del Sol VTEC (94-97):

"~~2290~~2340

*~~2347~~2399

**~~2378~~2457"

Honda Civic Si (99-00):

"~~2250~~2300

*~~2306~~2358

**~~2363~~2415"

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FP Spec Lines, change Notes as follows:

Mazda Miata 1.6L (90-97): "Comp. Ratio limited to ~~10.0:1~~ **11.0:1**, Valve lift limited to ~~.390"~~ **.425"**."

Mercury Capri 1.6L (91-94): "Comp. Ratio limited to ~~10.0:1~~ **11.0:1**, Valve lift limited to ~~.390"~~ **.425"**."

4. #39374 (Production Committee) Adjust former-GTL Honda's with B/D-Series Engines

In GCR, Appendix N GTL inclusion into FP, Engines - HONDA, change Disp. (cc) – Weight (lbs) as follows:

"D15 – 1493cc – ~~1895~~ **2000**

D15b7 – 1493cc – ~~1895~~ **2000**

D16 – 1590cc – ~~1945~~ **2055**

D16A – 1590cc – ~~1945~~ **2055**

B16A – 1595cc – ~~1950~~ **2065**

B18 – 1797cc – ~~2050~~ **2170**

B18 – 1834cc – ~~2065~~ **2185"**

HP

1. #39116 (Robert Heatwole) Request to Re-Classsify Datsun SPL-311 to HP from FP

In HP Spec Lines, classify Nissan/Datsun SPL 311 as follows:

HP	Prep. Level	Weight (lbs)	Engine Type Mat'l Block/Head	Displacement Bore x Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
Nissan/Datsun SPL 311	2	2050	4 Cyl OHV Iron/ Iron or Alum	1595 87.1 x 66.8 (3.43x2.63)	(2) Hitachi HJB-38W-3 1.5" or (2) SU HS-4 1.5" (2) auto-type side-draft w/32mm choke(s) at 100lbs penalty Valves: (I) 42.2/(1.66) (E) 32.0/(1.26) Comp. ratio 11.0:1, Valve lift .450" Trans. Speeds: 4 or 5	Wheels: 15x7 Brakes Std: (F) 284/(11.2) Disc (R) 227/(9.0) Drum Alt Brakes: 1977-78 Datsun 240/260/280Z front rotors & calipers and rear aluminum drums	2281 (89.8)	1364/1288 (53.7/50.7)

2. #39223 (Bill Lamkin) Alternative BOP Request for 84-87 Honda CRX/Civic

In HP Spec Lines, change Wheels as follows:

Honda Civic: "13 x ~~67~~"

Honda Civic DX (92-95): "13 x ~~67~~"

Honda Civic/Si (84-87): "13 x ~~67~~"

Honda Civic 1.5 (88-91): "13 x ~~67~~"

Honda CRX/Si (84-87): "13 x ~~67~~"

Honda CRX 1.5(88-91): "13 x ~~67~~"

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Prod General

1. #39187 (Jim Simaras) Balance of Power

In EP Spec Lines, make the following changes to Restrictors:

BMW Z3 2.5L: "~~52mm~~**50mm** Flat Plate Intake Restrictor"

BMW Z3 2.8L (97-00): "~~55mm~~**53mm** Flat Plate Intake Restrictor"

BMW 328i/is E36 (96-99): "~~58mm~~**55mm** Flat Plate Intake Restrictor"

BMW 328i/ci E46 (01-06): "~~58mm~~**55mm** Flat Plate Intake Restrictor"

BMW 325i/is (E46) (01-06): "~~56mm~~**53mm** Flat Plate Intake Restrictor"

BMW 325is M-Technic (1994): "~~56mm~~**53mm** Flat Plate Intake Restrictor"

BMW 325i/is E-36 (92-95): "~~56mm~~**53mm** Flat Plate Intake Restrictor"

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

"~~2500~~**2550**

*~~2563~~**2614**

~~2625~~2678**"

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #38961 (John Weisberg) Turbo Inlet Restrictor Table

In GCR, Section 9.1.4.H.3, change chart as follows:

"33mm 2380

34mm 2525

35mm 2675

36mm ~~2820~~**2830**

37mm ~~2985~~**2980**

38mm 3150

39mm 3315

40mm 3480"

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2. #38983 (Peter Federlin) 275 Tire Rule

In GCR, Section 9.1.4.G.1., change as follows:

"A maximum section width of 245 is permitted. ~~Cars over 3150 lbs. may run a 275 tire with a 2% weight adder.~~"

3. #39375 (Super Touring Committee) STU Honda Engine weight penalty

In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, change Minimum Weight as follows:

Honda K20: "Chart ~~+2%~~"

Honda K24: "Chart ~~+2%~~"

Touring

T1

1. #39344 (David Mead) Keep S2000 Classification

In T1 Spec Lines, Honda S2000, change as follows:

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Honda S2000	1530	2400	2900	~~Supercharger pulley: 4.75"~~ ~~Supercharger crank pulley: 6.75"~~	<i>Rotrex 38-81 supercharger permitted.</i> <i>Supercharger pulley: 4.75" Supercharger crank pulley: 6.75"</i>	ASM Style fiberglass fenders, ASM fiberglass rear style bumper allowed. Alternate Manufacturer OEM differential housing allowed. Sequential Transmission allowed. This spec line is set to expire as of 12/31/2025 ~~2026~~ if not represented in Majors competition in ~~2025-2026~~ .

2. #39394 (Touring Committee) Correcting and updating T1 GT4 spec lines

In T1-GT4 Spec Lines, change as follows:

T1 – 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 DOT, 305/660 Non-DOT	~~3490~~ ~~3390~~	SRO GT4 2022 Rules	~~IMSA Map id 11~~ <i>IMSA ECU Map id 11, GS TR 7.10.4 applies</i>	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.

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Aston Martin GT4 EVO	4015	315 DOT, 305/660 Non-DOT	3430	IMSA 2025 Rules	IMSA ECU Map id 2, GS TR 7.10.4 applies	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
Audi R8 GT4	4020	315 DOT, 305/645, or (f) 30/65-18, (r) 33/68-18	~~3400~~ 3300	SRO GT4 2022 Rules <i>Any homologation dated 2022+ from either IMSA or SRO</i>	Power level 2020, 45mm SRO compliant restrictor	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
BMW M4 GT4 (F82) EVO	4030	315 DOT, 305/660 Non-DOT	~~3500~~ 3450	SRO GT4 2022 Rules <i>Any homologation dated 2022+ from either IMSA or SRO.</i>		~~Gold power stick~~ Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
BMW M4 GT4 (G82) EVO	4031	315	~~3525~~ 3450	2024 rules <i>Any homologation dated 2022+ from either IMSA or SRO.</i>	LT3-PL5	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted. <i>GS TR 7.10.4 applies</i>
Chevrolet Camaro GT4-R	4035	315 DOT, 305/680 Non-DOT	~~3435~~ 3345	SRO GT4 2019 Rules <i>Any homologation dated 2022+ from either IMSA or SRO</i>	SRO Compliant 62mm Restrictor	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
Ford Mustang GT4	4040	315 DOT, 315/680 Non-DOT	~~3410~~ 3535	SRO GT4 2022 Rules <i>Any homologation dated 2022+ from either IMSA or SRO</i>	71mm SRO compliant Restrictor	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
McLaren 570S GT4	4050	315 DOT, 305/645 Non-DOT	~~3250~~ 3200	SRO GT4 2022 Rules <i>Any homologation dated 2022+ from either IMSA or SRO.</i>	SRO Rest-1	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted

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<i>McLaren Athura GT4</i>	<i>4055</i>	<i>315 DOT, 305/645 Non-DOT</i>	<i>3260</i>	<i>Any homologation dated 2022+ from either IMSA or SRO</i>		<i>Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted GS TR 7.10.4 a/b/c applies</i>
Mercedes AMG GT4	4060	315 DOT, 305/660 Non-DOT	~~3470~~ <i>3410</i>	~~SRO GT4 2022 Rules~~ <i>Any homologation dated 2022+ from either IMSA or SRO.</i>	~~map 5~~	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted
<i>Nissan Z GT4</i>	<i>4065</i>	<i>315 DOT, 305/660 Non-DOT</i>	<i>3300</i>	<i>Any homologation dated 2022+ from either IMSA or SRO.</i>		<i>Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted</i>
~~Porsche 981 GT4 Clubsport~~						
Porsche 718 Cayman GT4 CS MR	4070	315 DOT, 305/660 Non-DOT	~~3250~~ <i>3150</i>	<i>Any homologation dated 2022+ from either IMSA or SRO.</i>	~~SRO ECU map 2020~~	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
Porsche 718 GT4 RS Clubsport	4080	315 DOT, 305/660 Non-DOT	~~3450~~ <i>3150</i>	~~SRO GT4 2022 Rules~~ <i>Any homologation dated 2022+ from either IMSA or SRO.</i>	~~Restrictor 53.7mm~~	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
Porsche 981 GT4 Clubsport	4085	265 DOT, 265/645 (f) 305/680 (r) Non-DOT	~~3100~~ <i>3250</i>	~~SRO Homologation # NAT GT4- 024~~ <i>Any homologation dated 2022+ from either IMSA or SRO</i>		

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Toyota Supra GR GT4	4090	315 DOT, 305/660 Non-DOT	~~3315~~ 3200	SRO GT4 2022 Rules <i>Any homologation dated 2022+ from either IMSA or SRO.</i>	Blue power stick	Slick tires conforming to IMSA GT4 or SRO GT4 specs are permitted.
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3. #39406 (Touring Committee) BOP adjustments to non GT4 T1 cars

In T1 Spec Lines, change as follows:

Spec Line # 1134

Required Restrictor: "~~61mm~~ **70mm** - Flat Plate"

Spec Line # 1140

Required Restrictor: "~~72mm~~ - Flat Plate"

Spec Line # "**1175**"

Maximum Displ.: "**L76 5967cc OEM**"

Minimum Weight: "**3250**"

Required Restrictor: "**80mm**"

Engine Notes: "*An L76 is an LS2 block with LS3 intake manifold and heads. All parts must be OEM. May resleeve to stock parameters for engine repair.*"

Spec Line # 1180

Required Restrictor: "~~75mm~~ **78mm** - Flat Plate"

Spec Line # 1190

Required Restrictor: "~~70mm~~ **73mm** - Flat Plate"

Spec Line # 1200

Required Restrictor: "~~72mm~~ **78mm** - Flat Plate"

Spec Line # 1201

Required Restrictor: "~~70mm~~ **73mm** - Flat Plate"

Spec Line # 1210

Required Restrictor: "~~72mm~~ - Flat Plate"

Spec Line # 1350

Required Restrictor: "(2) ~~55mm~~ **60mm** flat plate"

Spec Line # 1370

Required Restrictor: "(2) ~~55mm~~ **60mm** flat plate"

Spec Line # 1390

Required Restrictor: "(2) ~~55mm~~ **60mm** flat plate"

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Spec Line # 1420 "~~*Spec line Expires 12/23~~"

Required Restrictor: "~~52mm FPR~~"

Spec Line # 1429

Required Restrictor: "~~75mm FPR~~"

Spec Line # 1460

Weight: "~~3500~~3600"

Required Restrictor: "~~70mm FPR~~"

Spec Line # 1480

Required Restrictor: "~~80mm FPR~~"

Spec Line # 1490

Required Restrictor: "~~75mm FPR~~"

Spec Line # 1590

Engine Notes: "~~90mm Throttle Body Permitted~~"

Spec Line # 1595

Required Restrictor: "~~72mm FPR~~"

Spec Line # 1596

Required Restrictor: "~~61mm~~70mm – FPR"

Spec Line # 4120

Required Restrictor: "~~75mm flat plate~~"

4. #39407 (Touring Committee) Remove T1 Spec Line

In T1 Spec Lines, BMW M3 E92 (08-13) Spec Line number 1090, delete Spec Line in its entirety.

T2

1. #38523 (Joe Aquilante) Help the 2011-2014 s197Mustang GT and Boss302 Less Restriction

In T2 Spec Lines, Ford Mustang Boss 302 (12-13), change Restrictor as follows:

"~~56mm~~63mm flat plate restrictor"

In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change Restrictor as follows:

"~~60mm~~65mm flat plate restrictor"

2. #39021 (Van Hunter) Improving Competitiveness of Gen 5 Camaro SS

In T2 Spec Lines, Chevrolet Camaro SS/1LE (10-15), change Weight as follows:

"~~3625~~3575"

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3. #39346 (Andrew Aquilante) Adjust T2 Darkhorse R

In T2 Spec Lines, Ford Mustang Challenge, change as follows:

Car: "Ford Mustang Challenge ~~Darkhorse~~/Cup Dark Horse R (2024-)"

Displacement: "~~92.220 x 92.7 / 4957~~93.0mm x 92.7mm 5038cc"

Weight: "~~3650-3775~~3825"

Restrictor: "~~2 x 55 mm~~"

Tires: "~~295~~315"

Notes: "Safety ~~and camera~~ equipment is unrestricted."

"**This ~~car~~ ~~spec line~~ is not eligible for the Runoffs until it has competed in 3 Super Tour events.**"

T3

1. #39236 (Touring Committee) T3 Ecoboost Mustang clarification

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

"~~, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with +50lb penalty.~~"

T4

1. #39285 (Preston Obremski) Classing 1995-99 Dodge Neon SOHC

In T4 Spec Lines, classify Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99)	87.5 x 83.0 1995		16 x 7	235	3.50, 1.96, 1.36, 0.97, 0.81	3.94	(F) 257 x 22 Vented Disc (R) 270 x 9 Solid Disc	SOHC: 2350	Cold Air Intake system allowed. 32mm OEM style and configuration rear sway bar allowed. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. Front and rear springs up to 800 lbs./inch are permitted.