

## **CLUB RACING BOARD**

### CLUB RACING BOARD MINUTES | December 7, 2018

The Club Racing Board met face to face on December 7, 2018. Participating were Jim Wheeler, Chairman; David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, Steve Strickland, Tony Ave, and Pam Richardson, secretary. Also participating were: Marcus Meredith, BoD liaisons; Deanna Flanagan, Director, Road Racing; Eric Prill, Chief Operations Officer, Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

#### **Member Advisory**

None.

#### **No Action Required**

##### **GCR**

1. #25659 (Raymond Blethen IV) Intention of Rules

Thank you for your inquiry. Please see the December Fastrack Court of Appeals findings on the Runoffs T4 compliance issue.

2. #25720 (Mark Smith) Request to Clarify

Thank you for your request. The current language is adequate as written.

##### **GT1**

1. #25824 (Jason Morris) Request to Clarify Audi R8 Lifespan

Thank you for your request. There is no sunset date as long as someone continues to race that car.

##### **IT General**

1. #25661 (Raymond Blethen IV) Street Tire Rules in Rain Races

Thank you for your insights.

##### **Strategic**

1. #25372 (Michael Langlinais) Future of Club Racing

Thank you for your letter. SCCA acknowledges challenges in the changing marketplace and is developing ways to uniquely capture the new motorsports enthusiast while respecting the heritage and continued successes of its road racing program.

2. #25644 (Andrew Wickline) Request Survey for Change of Runoffs Schedule for 2019

Thank you for your letter. Staff is working on a driver survey to be sent in December to collect feedback on a number of subjects.

##### **T2**

1. #25960 (Matt Jensen) Request for BMW E9X Race Toe Link Option on E92 BMW

Thank you for your request. Adjustable toe links are already permitted. Refer to section 5. Suspension.

##### **T2-T4**

1. #25655 (Scotty B White) Reasons to Balance BOP to the Front of the Existing Grid

Thank you for your informative letter, it was taken under consideration and generated good discussions within the committee.

##### **T4**

1. #25923 (DAVID MEAD) Addendum to Letter 25922 RX8 Classification/Weight

Thank you for your letter. Please see the response to letter #25922.

#### **Not Recommended**

AS

1. #25669 (Drew Cattell) Review data - Allow Aluminum Flywheel - RP CTS-V  
Thank you for your request. Data indicates this car is competitive as classified.
2. #25670 (Drew Cattell) Request to Allow Lexan Front Windshield - RP CTS-V  
Thank you for your request. Most, if not all, AS cars are front heavy and produce similar percentages as the Cadillac. The Club Racing Board has no current plans to enable Lexan windshields for all, or for a single car.
3. #25671 (Drew Cattell) Review data - Allow Cold Air Intake - RP CTS-V LS2 and LS6  
Thank you for your request. Data indicates this car is competitive as classed.
4. #25672 (Drew Cattell) Review data - Allow Aftermarket Cam for RP CTS-V  
Thank you for your request. Data indicates this car is competitive as classed.
5. #25691 (David Mead) Request to Allow Solid Axle Cars to Replace OEM Rear Control Arms  
Thank you for your request. OEM rear control arms and their OEM stock mounting locations have been requirements since the inception of the class. The CRB has no plans to change this.

### **B-Spec**

1. #24108 (Joseph Gersch) Request Weight Reduction for Mazda 2  
Thank you for your request. The CRB Committee does not recommend this change at this time.
2. #24200 (Kyle Keenan) Request to Allow Aftermarket Radiators  
Thank you for your request. The CRB does not recommended at this time.
3. #25604 (G. Brian Metcalf) Update to Letter 25571 As Per B-Spec Advisory Committee Request  
Thank you for your letter. Please see the response to letter #25708.
4. #25708 (Kent Carter) Request Adjustments to Rules for 2019  
Thank you for your request. The CRB does not recommend items 1, 2, and 3. Your question about the catalytic converter has been taken care of in letter #26022.

### **F**

1. #25654 (Paul Ravaris) Pro Formula Mazda Run Group  
Thank you for your letter. The CRB does not recommend this change.

### **FA**

1. #25805 (Matthew Gendron) Request for 6 Speed Transmission  
Thank you for your letter. The CRB does not recommend this change.

### **FF**

1. #25737 (Henry Elizalde) Request Approval of New Piston for Ford Kent Engine-Std. Bore  
Thank you for your letter. The CRB does not recommend this change.

### **FV**

1. #25561 (Stevan Davis) FV Spec Tire Requirement Date  
Thank you for your letter. After consultation with the FV Ad Hoc committee and the FSRAC, the CRB does not recommend this change.

### **P1**

1. #24959 (Jonothan Benefield) Request New Engine Supplier for P1 and P2  
Thank you for your letter. The CRB does not recommend this change. Please see the response to letters #25949 and 25950, Technical Bulletin.

2. #25759 (Jim Downing) Request for Competition Adjustment to Help P1/P2 Participation  
Thank you for your letter. The CRB does not recommend this change.

## **P2**

1. #25257 (Armen Megregian) Restrictor Size for Honda K20 Powered CN Cars in P2  
Thank you for your letter. The CRB does not recommend this change. Please see the responses to letters #25777 and #25816, Technical Bulletin.

## **GCR**

1. #25490 (Charles Tanck) Request GCR 9.3.28 Identifications and Markings  
Thank you for your request. The classes identified all have a single weight for all cars in the class. Creating your requested list will increase the redundancy in the GCR we are trying to reduce.

2. #25514 (Raymond Blethen IV) Request to Add Victory Laps  
Thank you for your request. Regions are encouraged to offer victory laps in their schedule now. Mandating Victory Laps for groups that have many individual classes in each group will take away from other groups racing time and cause schedules to run long triggering overtime costs for some regions.

3. #25517 (Chris Current) Request to Make Start Procedures in GCR Match Trans Am  
Thank you for your request. There is no need if the current start rules are followed by competitors. Additionally, in multi-class groups your proposal will not work as it prevents position changes on the start for different class cars.

## **GT General**

1. #25958 (Matt Jensen) Request to Classify Mercedes Benz AMG in GT3  
Thank you for your letter. The CRB does not plan to classify this car in GT3. It is currently classified in GTX.

## **GT1**

1. #25853 (Brian Haupt) Request to Run Late Model Body  
Thank you for your request. This does not conform to rules regarding the profile of the body as allowed in the GTCS.

## **GT2**

1. #24784 (Mike McAleenan) Request Comp. Adj.- BMW E6/46 Weight Reduction for 4.0&4.4L s65  
Thank you for your letter. The CRB does not recommend this change as it is competitive as classed.

2. #24785 (Mike McAleenan) Request GT2/ST Wheel Size Use - STO Rules?  
Thank you for your input. The CRB does not recommend this change.

3. #25667 (Craig Anderson) Request to Separate Generations of GT2/ST Corvette  
Thank you for your request. GT2/ST is a class that allows engines to be raced in a chassis that they may not have been available in from OEM.

4. #25956 (Matt Jensen) Request to Add Porsche 991.1 GT3 Cup TA3 Ruleset to GT2  
Thank you for your letter. The car is competitive as classified.

## **GT3**

1. #26028 (Armen Megregian) Request for RX7 Turbo/Follow up to letter #25695  
Thank you for your request. The 13B rotary has a displacement of 2.6l and is beyond the 2.0l limit for turbo consideration for a GT3 engine.

## **GTL**

1. #25550 (Joe Harlan) Qualifying Tires At Runoffs  
Thank you for your letter. There is too much a variance in track temperatures and track conditions to add this type of restraint on tire choice.

2. #25582 (Scott Schick) Request for Classification of Mazda MZR 2.0L in GTL  
Thank you for your request. Engine displacement is too large for GTL.

3. #26020 (Club Racing Board) Not Recommended Portion of Letter #25754  
The below items are not recommended.

Request: FWD can use any type of rear suspension. The CRB does not recommend this change.

Request: Allow for the reduction of the height of the upper leading edge of the roof to bring the body more into line with current GT vehicle body work and help increase straight line speed. The CRB does not recommend, since ALL cars must meet the factory silhouette as described in the GT rule set (GTCS).

Request: Allow for engine updates that include a modern twin cam head such as KAD, Specialty Components or BMW. The CRB does not recommend this change. These cylinder heads have no corporate association to the BMC "A" series engine. It is known that BMW purchased ROVER and produces the BMW MINI but this corporate tie for using a BMW Motorcycle cylinder head is torturous.

## **STU**

1. #25725 (Jim Drago) Request to Allow Alternate Turbos  
Thank you for your letter. Please select a turbo from the approved list.

2. #25744 (Angelica Sprehe) Turbo Inlet Restrictor Option  
Thank you for your request. All turbo cars in STU have a weight based on the inlet size of their turbo. If you would like to run without a TIR, your turbo inlet diameter must be equivalent to a size on the chart. The vehicle base weight would then be the chart weight. Otherwise you must choose a restrictor size from the chart.

## **T1**

1. #24917 (Joel Baez) Request to Include Audi TT 1998 - 2006 in T1  
The CRB does not recommend this at this time. You are encouraged to select a specific turbo and re-submit if your intent is to build. The CRB cannot select a turbo for you.

2. #25484 (Chad Gilsinger) Request to Re-Consider Classifying the 2017 Acura NSX in T1  
Thank you for your request. The cost and potential of this car is beyond the Touring 1 philosophy. The CRB recommends you request adjustments for your GT2 car.

3. #25575 (Michael Pettiford) C6 Corvette GS & Z06 Need Less Restriction  
Thank you for your letter. Data shows the car to be competitive. Data also suggests the Corvette OEM aero works well.

4. #25717 (Adrian Wlostowski) Request - Classify Ford Performance 5.2L  
Thank you for your request. This motor has too much potential for T1 and is not in line with the T1 philosophy or where T1 is going to progress. The motor may be considered in the future for GT classes.

5. #25784 (David Mead) Request to Add 1995 Merkur Xr4Ti Chassis to 2.3GTDI Spec Line  
Thank you for your request. The CRB does not recommend this at this time.

6. #25839 (Shad Huntley) Request to Condense Acura NSX Spec Lines  
Thank you for your letter. The CRB does not recommend this. Please see the response to

letter #25687, Technical Bulletin.

## **T2**

1. #25793 (William Moore) Request to Change Camaro to 80mm Restrictor  
Thank you for your request. Other changes have been made for T2. This vehicle currently has competitive power potential.

## **T2-T4**

1. #25007 (Luis Rivera) Request for Remote Oil Lubrication Reservoir for Rotary Engines  
Thank you for your letter. The CRB does not recommend this at this time.

2. #25647 (Scotty B White) Ford Mustang Brake Penalty  
Thank you for your letter. The CRB does not recommend this. There has been continuity for T1 and T2 for +100lbs additional weight for 380mm brake package upgrades.

## **T3**

1. #25646 (Scotty B White) V8 Mustang Conversion  
Thank you for your letter. The CRB does not recommend this. These 2 models are on separate spec lines by design. Competitors are reminded they may not update and backdate across spec lines. If a competitor changes from a V6 model to a V8 model, 100 percent of everything on the vehicle must be converted to the spec line model and be compliant with GCR spec line, the manufacture manual and specifications.

2. #25835 (David Mead) Request to Allow T3 05-10 Mustang GT to Alter Spring Rate.  
Thank you for your request. The CRB does not recommend this at this time.

3. #25849 (Rob Hines) Nissan 350Z HR & DE Engine Parity  
Thank you for your letter. The CRB does not recommend this. Multiple recent changes have been made in T3 class. Please bring the car out with recent changes applied so we can monitor the performance and collect data.

4. #25928 (David Muramoto) Request for 275 Tire on Nissan 350Z and 370Z  
Thank you for your request. The CRB does not recommend this at this time. Recent changes have been made to T3 including weight reductions to both of these models.

## **T4**

1. #25355 (Brian Ward) Request to Classify 1994 Miata  
Thank you for your letter. The CRB does not recommend this. The car is classified in several other classes.

2. #25367 (Joshua Holsworth) Request to Remove OBD2 Requirement for NB Miata ECU  
Thank you for your request. This is against Touring class philosophy.

3. #25526 (Christopher Childs) Request Exhaust Header for 99-05 Miata  
Thank you for your request. The CRB does not recommend this at this time.

4. #25620 (Ralph Provitz) Request Shocks for 99-00 Miata  
Thank you for your request. The CRB does not recommend this at this time.

5. #25922 (David Mead) Request to Classify Base Model 04-08 RX8 With Base Model Brakes  
Thank you for your request. The CRB does not recommend this. The base model is already classed on the spec line and it is not recommended to break it out as a separate spec line.

## **Recommended Items**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented

rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

**AS**

1. #25673 (Drew Cattell) Cost Savings - Allow OEM 5 Lug Wheel Bearings - RP CTS-V  
Thank you for your letter. Effective 1/1/19:

Add to the Notes for the Cadillac CTS-V (04-07) : *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.*

2. #26011 (Club Racing Board) Changes for Listed Restricted Preparation Cars  
These items are the portions of 24929 and 24930 that remain approved by the BOD in their August meeting.

Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.I.1. Flywheel/Clutch.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

**FB**

1. #25823 (Formula/Sports Racing Committee) Discontinue F1000 as an Independent U.S. Majors Class  
Effective 1/1/2020, remove GCR section 9.1.1.G in its entirety in connection with incorporation of F1000 cars into the FA class.

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula 1000</i>	<i>Motorcycle-based 4-cycle up to 1000cc</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>Car must comply with current Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted</i>

## FST

1. #25624 (Robert Guhde) Rule Changes for Formula FST  
Effective 1/1/19:

In GCR section 9.1.1.H.4.2, make changes as follows:  
"Regional, Divisional and/or Race Series Tire Options:

1. Option 1. The spec tire manufacturer for Formula First shall be *the FF* Hoosier Tire. Front tires shall be ~~#43130 20.0" x 6.0" – 13" R60 or R60A~~ compound *13 inch*. Rear tires shall *also* be ~~#43302 22.5" x 7.5" – 13" R60~~ compound or ~~#43307 22.5" x 7.2" x 13" R60A~~ compound *13 inch*.

~~2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0" x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5" x 7.5" – 13" R600 compound.~~

~~32. Option 32.~~ *If a division chooses an alternate spec tire manufacturer for Formula First it* The spec tire manufacture for Formula First shall be *the* American Racer Tire. Front tires shall be 20.0" x 6.0" – 13" 133 compound. Rear tires shall be # 22.5" x 7.5" – 13" 133 compound.

~~43.~~ Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations. *Intermediate tires are not allowed.*

~~34.~~ Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race. *This includes the radial Formula Ford rain tire."*

In GCR section 9.1.1.H.5.2, make changes as follows:

"Rod weight with bolt and small end bushing: Minimum 560 grams. Rod length, center to center: 5.35" to 5.45". Any *manufacturer's* piston rod may be used that meets the VW dimensional and weight specifications ~~listed~~ herein. *Competitors may use VW or Chevy bearings for rod big end and may modify rods accordingly as long as weight of 560 grams is maintained.*

Piston weight with pin, *clips, and rings*: Minimum 515 grams."

In GCR section 9.1.1.H.5.3.1, make changes as follows:

"Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted *except for the Auto Linea aluminum VW case, which must meet all other GCR/FST requirements.*) *The engine case may be painted as long as casting stampings are visible.*"

## GCR

1. #25674 (GCR Committee) Control Line Language for the GCR  
To be effective 1/1/2019:

Definition of Control Line:

CONTROL LINE (GCR 8.2.) A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.

Add to GCR 6.10.1. and change reference from Starting Line to Start/Finish Lines

6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start/*finish* line is the control line where timing begins/*ends* when crossed by a car. *Per 8.2, A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by*

*the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.*

## **GT2**

1. #26029 (Club Racing Board ) GT-ST Aerodynamic Change  
Effective 1/1/2019, change as noted below:

## APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

### C. Bodywork

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

## **SM**

1. #24725 (Ralph Provitz) Request for Extended Lower Ball Joints to Align with NASA  
Thank you for your request. Effective 1/1/19:

In SM, GCR section 9.1.7.c.3.p, revise and add wording as follows:

“For camber adjustment, *only one of the following may be utilized:*

- 1) Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.
- 2) *Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.”*

2. #25375 (Jim Drago) Axle cages in SM  
Thank you for your letter. Effective 1/1/19:

In SM, GCR section 9.1.7.c.2.i, revise and add wording as follows:

~~“The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18.”~~

*“Rear drive axle assembly consisting of constant velocity Joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OEM part. All internal component dimensions are un-restricted but must be ferrous material.”*

In SM, GCR section 9.1.7.c, add the wording as follows:

“The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, *drive axle assembly* or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited.”

## **STU**

1. #25829 (Super Touring Committee) STU Intake Manifolds  
Effective 1/1/19:

Add:

9.1.4.1

B. Engines

3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. *Alternate intake manifolds will be permitted on a case-by-case basis.*

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

Add to 9.1.4.1.A.3.b.: *The wing may be no higher than roof height.*

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from 3% to 5%.  
Change: 9.1.4. Super Touring Category Specifications

### C. Bodywork...

10. ~~Fenders and wheel openings shall remain unmodified.~~ *OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. 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

### T1

1. #25500 (Charlie Hayes) Request to Open Diff Choices for Mazda Mx5  
Thank you for your request. Effective 1/1/19, Please make the following changes to Touring 1 classifications:

Mazda MX-5 Miata MazdaSpeed

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

Mazda MX-5 (06-15)

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

2. #25838 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, remove the following spec lines, cars would be eligible for re-classification in Limited Prep format and considered on a case by case basis:

Acura CL  
Aston Martin DB9  
Aston Martin GT 4  
Aston Martin vantage and N24  
Audi R8  
Audi S4  
BMW 335ci/135i  
Chevy Cobalt/Fiero/Solstice/Sky  
Dodge SRT4  
Dodge Viper 8000 FP  
Dodge Viper 8300 FP  
Dodge Viper 8400 OEM -40mm  
Ferrari 355  
Lotus 211/Exige/Elise  
Lotus 2-Eleven GT4 Supersport  
Maserati Trofeo Light  
Mazda RX-7  
Mazda RX-8

Mazda RX-7 20B  
Mitsubishi DSM 2000 and 2400  
Mitsubishi Evo/DSM  
Nissan 300zx  
Nissan 350/370 5600  
Panoz Esperante GTS  
Porsche 944  
Saleen SR  
Scion FR-S

## T2

1. #25792 (William Moore) Request for 2014 Camaro Sway Bar

Thank you for your request. Effective 1/1/19, in T2, Chevrolet Camaro SS/1LE (10-14), make changes to the Notes as follows:

*“Any swaybar up to 35mm front and rear allowed.”*

2. #25794 (William Moore) Request for Camaro Rear Control/Trailing Arms

Thank you for your request. Effective 1/1/19, please make the following changes in T2: Chevrolet Camaro SS/1LE (10-14), add to the Notes:

*Lower control arms BMR TCA028 and rear trailing arms BMR TCA026.*

## T2-T4

1. #25680 (Laurie Sheppard) Spherical Bearings/Bushings Introduced By Use of Slotted Adjuster

Please make the following changes to the Touring class rules sections (Effective 1/1/19): Change 9.1.9.2.D.5.a.1:

## 5. Suspension

### a. Suspension Adjustments

1. T2-T4: A maximum of ~~3-θ~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *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 ~~adjusters~~ *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. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.~~ 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.* ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

2. #25752 (Rob Hines) Allow Modification of Drivers Floorpan for Taller Drivers

Thank you for your request. Effective 1/1/19, please make the following change to Touring 2-4:

### 9.1.9.2.9.d Interior Modifications

*7. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

3. #25976 (Don Knowles) Request to Clarify That Seals and Rings are Free  
Thank you for your request. Effective 1/1/19, please make the following changes to the Touring category rules:

#### 9.7.9.2.D.1.i Other Engine Components

*8. Aftermarket, OEM-equivalent piston rings and apex seals are allowed.*

### T3

1. #25576 (Michael Pettiford) Re-Classify T2 Solstice GXP as Defined in T2 to T3  
Thank you for your request. Please make the following changes in Touring 3 (effective 1/1/19):  
07-09 Solstice GXP

weight: ~~3250~~ *3200*

Notes: ~~32mm~~ *35mm* TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*

2. #25804 (David Mead) Request to Combine 99-04 Mustang GT and Mach 1 Spec Lines  
Thank you for your request. Combining the spec lines is not recommended. However, effective 1/1/19, please make the following changes to T3:

Ford Mustang Mach I (03-04)

Add to Notes:

*“Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. Springs may be mounted as a “coil over” configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.”*

3. #25890 (Oscar Jackson) Request for S2000 Help  
Effective 1/1/19, in T3, Honda S2000 (all) (00-09), make changes to wheel size and Notes as follows:

~~17 x 8.5~~ *17 x 9.0*

“Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. ~~Springs and sway bars from 2008 S2000 CR allowed.~~ CR front fascia, rear deck lid, and wing are permitted. Spring rate ~~600~~ *750* lbs/in *F/R* maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine ~~54mm~~ *60mm* flat plate restrictor required. *Any swaybar up to 33mm front, up to 30mm rear allowed.*”

4. #25892 (Oscar Jackson) Request for 370z Spec Line Changes  
Thank you for your request. Effective 1/1/19, in T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the Notes as follows:

*“Any swaybar up to 37mm front and up to 30mm rear allowed.”*

5. #25963 (David Mead) Request for Upgrades to 03-04 BMW Z4 Roadster  
Thank you for your request. Effective 1/1/19, in T3, BMW Z4 3.0L (03-04), add to final drive and Notes as follows:

*3.07 or 3.46*

*“Springs to 600lb F 650lb R allowed. Swaybars up to 27mm F and up to 24mm R allowed.”*

### T4

1. #25756 (Club Racing Board ) 2019 Recommended Changes T4  
Effective 1/1/19, in T4, Mazda MX-5 / Club Model (06-15), add to the Notes as follows:

*“Allow Mazda header part number 0000-06-5407.”*

In T4, Mazda 3 (14-16), make changes to the spec line as follows:

(14-16 ~~18~~)

Weight: "~~2800~~ 2900"

Tire: "~~235~~ 245"

Notes: "Any spring up to ~~650lb~~ 800lb front and ~~900lb~~ 1000lb rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed ~~at 125 lbs.~~"

2. #25859 (Dave Kutney) Request for Weight Reduction of Pontiac Solstice  
Thank you for your letter. Effective 1/1/19, in T4, Pontiac Solstice / Saturn Sky (06-09), make weight change and add to the Notes as follows:

~~2850~~ 2800

*"Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed."*

3. #25962 (David Mead) Request for Changes to 2.5 BMW Z4  
Thank you for your request. Effective 1/1/19, in T4, BMW Z4 2.5L (03-05), make changes to the weight and the Notes as follows:

~~3145~~ 3100

~~"The following items must remain stock: shock/struts (including mounts) unless specified below. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. 50mm flat plate restrictor required. Any spring up to 600lbs F/R and any sway bar up to 30mm F and up to 25mm R allowed."~~

### **Taken Care Of** **AS**

1. #25360 (Brian Himes) Response to WDYT #25256, Not in Favor  
Thank you for your feedback. Please see the response to letter #25256.

2. #25365 (Michael Langlinais) Response to "What Do You Think", Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.

3. #25370 (Ted Warning) #25256 (Club Racing Board) The Future of AS  
Thank you for your feedback. Please see the response to letter #25256.

4. #25401 (Daniel Richardson) Answers to WDYT in Fastrack October  
Thank you for your feedback. Please see the response to letter #25256.

5. #25421 (Nathan Hamlich) What Do You Think AS 1. #25256 (Club Racing Board)  
Thank you for your feedback. Please see the response to letter #25256.

6. #25423 (Jason Smith) Response to 25249 / 24929 / 24930  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

7. #25424 (Jason Smith) Response to Oct 2018 YDYT  
Thank you for your feedback. Please see the response to letter #25256.

8. #25427 (Matt Regan) Requested Feedback to Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.

9. #25437 (Andy McDermid) Response to WDYT  
Thank you for your feedback. Please see the response to letter #25256.

10. #25440 (Timothy White) Response to WDYT #25256  
Thank you for your feedback. Please see the response to letter #25256.
11. #25459 (Allison Palitz) Comment on Letter 25256  
Thank you for your feedback. Please see the response to letter #25256.
12. #25463 (Edward Hosni) Answers to WDYT Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.
13. #25492 (Philip Smith) WDYT Input  
Thank you for your feedback. Please see the response to letter #25256.
14. #25521 (Brian Himes) Opposes WDYT #25256  
Thank you for your feedback. Please see the response to letter #25256.
15. #25626 (John Grembowski) Answers to WDYT Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.
16. #25629 (Chris Majba) RE: #25256 The Future of AS  
Thank you for your feedback. Please see the response to letter #25256.
17. #25643 (Andrew Wickline) Thoughts on 25256 Letter  
Thank you for your feedback. Please see the response to letter #25256.
18. #25648 (Jay Pistana) Response to #25256 The Future of AS  
Thank you for your feedback. Please see the response to letter #25256.
19. #25675 (Matt Regan) Opposes Gear Ratio Proposals  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.
20. #25678 (Drew Cattell) Response to #25256: Should AS Full Prep Go to a Larger Wheel?  
Thank you for your feedback. Please see the response to letter #25256.
21. #25679 (Drew Cattell) Response to #25256: Should AS Full Prep Go to Larger Brakes  
Thank you for your feedback. Please see the response to letter #25256.
22. #25712 (Drew Cattell) Response to #25256: Should AS Have a Spec Tire to Lower Costs?  
Thank you for your feedback. Please see the response to letter #25256.
23. #25713 (Drew Cattell) Response to #25256 - T2 cars in AS - Yes, No Rule Change  
Thank you for your feedback. Please see the response to letter #25256.
24. #25714 (Drew Cattell) Response to #25256: Should AS Allow Aero Devices - NO  
Thank you for your feedback. Please see the response to letter #25256.
25. #25715 (Drew Cattell) Response to #25256: Why I Don't Race More - Cost & Prep Time  
Thank you for your feedback. Please see the response to letter #25256.
26. #25743 (Drew Cattell) Opposed to More Open Transmission Rules  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting,  
these letters have been returned to the ASAC for review in 2019.
27. #25882 (Matthew Long) Response to WDYT Letter #25256  
Thank you for your letter. Please see the response to letter #25256.

28. #25883 (Matthew Long) Response to Letters #25249 and #25274  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

### **B-Spec**

1. #25571 (G. Brian Metcalf) Request for Affordable Manifold/Catalytic Converter Option  
Thank you for your request. Please see the response to letter #25708.

### **FF**

1. #25872 (Mark Mervich) Support for Pistons and Request for Valves  
Thank you for your letter. Please see the response to letter #25737. If you have a proposal regarding alternate valves for the Kent engine, please submit a request and the CRB will consider it.

### **FB**

1. #25981 (Jerry Hodges) Throttle Bodies and ECU Must Match Make and Year of Engine  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

2. #25982 (Joel Haas) Request to Address Frankenstein Engines in FB  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

3. #26009 (Dustin Hodges) Support for Letter #25981 - Throttle Body Must Match Engine  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

4. #26012 (Robert Harris) Support for Letter #25981  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

5. #26044 (Thomas Copeland) Support for Letter #25981  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

6. #26048 (Jeremy Hill) Request to Clarify Throttle Bodies and ECU  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

### **P1**

1. #25578 (Jim Devenport) FIA Certificate for Honda K20  
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter 25949, Technical Bulletin.

### **P2**

1. #25404 (Armen Megregian) Follow Up to 25257, Restrictor Size for P2 Honda K20  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

2. #25566 (Armen Megregian) Request to Rescind the 55mm Restrictor Requirement  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

3. #25701 (Bill Crowley) Request To Rescind 55mm Flat Plate Restrictor for FIA CN cars  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

4. #25918 (George Dean) Request for Larger Displacement Engines in Spec Line Cars  
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

5. #25933 (John Bosso) Request to Add Suzuki Hayabusa 1340 to P2 Spec Line Cars  
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

## **GCR**

1. #25603 (Jennifer Paradis) Supports Letter #25080 (SCCA Staff) Clarify Wording in GCR 3.5.1.

Thank you for your review and support of letter #25080 in the November Fastrack Minutes.

## **GT General**

1. #23944 (Scotty B White) Request to Classify 2016+ Shelby 5.2 350GTR

Thank you for your request. Please see the response to letter #21466, Technical Bulletin.

2. #25957 (Matt Jensen) Request to Classify Ferrari 488 Challenge Car

Thank you for your request. This car is being classified in GTX in letter #26034, Technical Bulletin.

## **Strategic**

1. #25305 (Marcus Merideth) Program Structure

Thank you for your letter. The CRB and Executive Stewards will work closely together in 2019 to evaluate the program structure.

## **T1**

1. #24303 (Craig Anderson) Request to Class 997.2 Carrera 3.8L Engine w/PDK Trans in T1

Thank you for your letter. Please see the response to letter #25668.

2. #25475 (Chris Childs) Response to Letter 25290

Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

3. #25555 (Sean Reilly) Request to Clarify 9.1.9.1(N) 5

Thank you for your letter. Please see the response to letter #25556.

4. #25807 (David Woodle) Request to Classify Ford FP 350s

Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

5. #25926 (Tom Dewitt) Request to Classify Ford FP350S Mustang

Thank you for your request. This car was classified in letter #25341, Technical Bulletin.

6. #25927 (Tom Dewitt) Request to Add Ford Performance 5.2L Crate Engine

Thank you for your request. The CRB/TAC are working on kits to upgrade existing Mustangs to the FP350S motor. The second part of your request is not recommended, please see the response to letter #25717.

## **T2**

1. #25609 (Troy Ermish) Request to Re-Classify SMG/T2 Mustang to T3

Thank you for your letter. Please see the response to letter #25541, WDYT..

2. #25641 (Andrew Wickline) Request for Mustang S550 parity among vehicles

Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for recent changes. The CRB would like to collect additional data on the S550 Mustang for possible further changes.

3. #25645 (Igor Gandzjuk) Request to Move SMG to T3

Thank you for your letter. Please see the response to letter #25541, WDYT..

4. #25736 (Michael Lavigne) Performance Adjustment for 2011 Mustang

Thank you for your letter. Please see the response to letter #25704 for 2019 T2 changes, December 2018 Fastrack Technical Bulletin.

## **T2-T4**

1. #24215 (Touring Committee) Define Eccentricity of Bushings and/or Material  
Thank you for your letter. Please see the response to letter #25680.
2. #25631 (Roger Eagleton) Request to Move Spec Mustang (SMG) to T3  
Thank you for your letter. Please see the response to letter #25541, WDYT..
3. #25650 (Harley Kaplan) Observations of and Request for T2  
Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for T2 changes for 2019.
4. #25657 (Don Van Nortwick) Request to Allow Nor Cal SMG Mustang Class to Run in T3  
Thank you for your letter. Please see the response to letter #25541, WDYT..
5. #25686 (David Mead) Request to Clean Up language In Touring Suspension Rule  
Thank you for your letter. The overwhelming response was in favor of 3.5 degrees of camber. This was recommended in letter #25680 and clarifying language was also added.

## **T3**

1. #24762 (Vincent Piemonte) Request for Parity Mustang Coupe GT/Shelby GT/Cal. Special(05-10)  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
2. #24870 (Ali Salih) Request to Review T3 Minimum Weights  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
3. #25436 (Touring Committee) Update GCR With Current SE46 Rules  
Thank you for your letter. Please see the response to letter #25722.
4. #25601 (Scotty B White) Request for Parity in T3  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
5. #25632 (David Muramoto) Request For Competition Adjustments On Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
6. #25634 (David Ray) Support for SMG in T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
7. #25635 (Michael Lowe) Supports SMG Mustang In T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
8. #25636 (Jason Ott) BMW Z4M Coupe Restrictor and Weight  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
9. #25640 (Derek Kulach) Request For 350Z Parity  
Thank you for your letter. Please see the response to letter #25772, December 2018 Technical Bulletin.
10. #25642 (Addison Lee) Request to Move SMG to T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
11. #25676 (Russ Peterson DVM) Support for Moving SMG from T2 to T3

Thank you for your letter. Please see the response to letter #25541, WDYT.

12. #25702 (Rob Hines) Help for 350Z HR Engine in T3

Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

13. #25764 (Jeremy Cuthbertson) Request to Move SMG to T3

Thank you for your letter. Please see the response to letter #25541, WDYT.

14. #25869 (Touring Committee) E/O Fix Toyota 86/FRS/BRZ - T3

Thank you for your letter. Please see the response to letter #25888, Technical Bulletin.

15. #25891 (Oscar Jackson) Request to Lower 370Z Weight

Thank you for your letter. The CRB does not recommend this change. Please see letter #25803, Technical Bulletin, for additional T3 changes.

#### **T4**

1. #24891 (Joshua Smith) Request to Allow Mazda Header on NC MX-5

Thank you for your letter. Please see the response to letter #25756.

2. #24892 (Joshua Smith) Request to Adjust T4 Class Weights

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

3. #25527 (Christopher Childs) Request to Remove Restrictor for the 05-10 Mustang

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

4. #25528 (Christopher Childs) Request Non-Adjustable Shock for the 99-00 Miata

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

5. #25531 (Mark McCaughey) Request to Not Slow Down the 2017+ Toyota 86

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

6. #25536 (Derrick Ambrose) Request For Spring Rate Change On 2014-2016 Mazda 3

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

7. #25537 (Derrick Ambrose) Expand 2014-2016 Mazda 3 Spec Line to Include 2017-2018

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

8. #25596 (Scotty B White) Request for Ford Mustang BoP

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

9. #25663 (Raymond Blethen IV) Request to Remove Spec Line Allowances for Scion FR-S

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

10. #25664 (Raymond Blethen IV) Request to Remove Subaru BRZ Spec Line Allowances

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

11. #25665 (Raymond Blethen IV) Request to Increase Weight of Scion FRS

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

12. #25666 (Raymond Blethen IV) Request to Increase Weight of Subaru BRZ  
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

13. #25688 (David Mead) Request for Mustang V6 Help  
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

14. #25689 (David Mead) Request Help for 2014-2017 BMW 320i  
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

15. #25690 (David Mead) Request to Remove 245 Allowance for FRS/BRZ/86  
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

16. #25732 (Josh Smith) Reference Letter #:24891 MX5 Header  
Thank you for your letter. Please see the response to letter #25756.

17. #25745 (James Ebben) Equality of T4 Cars, Especially BRZ/FRS  
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

## **What Do You Think**

### **AS**

1. #25256 (Club Racing Board ) The Future of AS

The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

**The results of this WDYT are shown below. There were 18 that responded; however, not every letter answered every question. The CRB thanks each author who contributed a letter.**

1. Are you interested in AS moving to an FI option for every AS car? Yes: 5; No: 12

2. Should AS Full Prep go to a larger wheel? If so, what size? Yes: 3; No: 14

3. Should AS Full Prep go to larger diameter brake rotors? If so, what size? Yes: 2; No: 14

4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear? Yes: 9; No: 8 Note: Most "YES" responses were for the harder compound "R" tire.

5. Should AS allow more aerodynamics devices? If so, what would you recommend? Yes: 1; No: 14

6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in "as is" or have changes such as ABS disabled, restrictor size changes, or weight changes? Yes: 11; No: 7 with the caveat that they must disconnect their ABS (as AS cars currently do) and they must come in heavier and with smaller restrictors until data defines

BOP with other AS cars.

7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

8. Potential new AS drivers: What kinds of priorities are important for you to come into the class? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

2. #25460 (David Mead) Request S197 Mustang to Install 5.0 LP Coyote Engine  
The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at crbscca.com.

### **GTL**

1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle  
Thank you for your request. The CRB seeks your feedback on classifying this car in GTL. Please provide your feedback through crbscca.com.

### **IT General**

1. #25828 (Improved Touring Committee) Open IT brake calipers  
The CRB is seeking your feedback on the following:  
Allow any brake caliper up to 4 pistons to be used on any car in the ITCS. Brake master cylinder and rotors would remain stock.

This is to take advantage of the availability and relatively low cost of pads as well as address stock component shortages without introducing a significant change to the balance of competition.

Please provide your feedback through crbscca.com.

### **T3**

1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class  
The CRB is soliciting feedback from current T3 competitors to dual classify the as currently classified T2 SMG (Spec Mustang) at the appropriate weight and restrictor, into the T3 class. Please provide your feedback through crbscca.com.

### **T4**

1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?  
The CRB is seeking your feedback on the following:  
Should the Touring 4 class rules strike the requirement for non-adjustable shocks and allow any single adjustable shock?  
Please send your comments through crbscca.com.

### **RESUMES**

1. #25940 (John Weisberg Racing) Application to ST Committee  
John Weisberg has been added to the STAC.

## TECH BULLETIN

DATE: December 20, 2018

NUMBER: TB 19-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2019 unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #25216 (Michael Ogren) Request to classify Canadian Nissan Micra Cup cars

In B-Spec, classify the Canadian Nissan Micra Cup Car as follows:

	Bore x Stroke(mm)		Gear		Brakes		Notes:
<i>Canadian Nissan Micra Cup Cars</i>	<i>78.0 x 83.6 1598</i>	<i>2450</i>	<i>3.73, 2.05, 1.39, 1.03, .089</i>	<i>4.07</i>	<i>(F) 10.2 x 0.87 (R) 8.0 drum</i>	<i>2410</i>	<i>Suspension kit for the Micra Cup Series allowed.</i>

In B-Spec, GCR section 9.1.10.B, add wording as follows:

"Only those cars listed each year are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States *and by Environment Canada for sale in Canada.*"

2. #25483 (Derrick Ambrose) Request updated Toyota Yaris Spec Lines

In B-Spec, classify the Toyota Yaris (12-18) as follows:

	Bore x Stroke(mm)		Gear		Brakes		Notes:
<i>Toyota Yaris (12-18)</i>	<i>74.9 x 84.6 1491</i>	<i>98.8</i>	<i>3.55, 1.90, 1.31, 0.97, 0.82</i>	<i>3.72</i>	<i>(F) 10.0 (R) 7.9 drum</i>	<i>2400</i>	<i>Bilstein B14 47-237834 kit is allowed. Rear Swaybar PTR11-52071 is allowed. Cold air intake K&amp;N 69-8612TFK is allowed.</i>

3. #26022 (B-Spec Committee) Update wording of exhaust

In GCR section 9.1.10.E.27, make changes and add wording as follows.

"*OEM or exact replacement catalysts are permitted.* Any part of the exhaust system beyond the *primary* catalytic converter(s) may be replaced provided:

*D. All oxygen sensors must be intact and in stock location.*

*E. Primary catalytic converter may not be modified in any way."*

## Formula/Sports Racing

### FA

1. #25611 (Stan Clayton) Request to merge FB into FA  
In FA Table 2, add a new spec line as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula 1000</i>	<i>Motorcycle-based 4-cycle up to 1000cc</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>Car must comply with December 2018 GCR Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted</i>

Note from CRB: This car is being classified into FA in conjunction with the elimination of FB effective 1/1/2020. See letter 25823 in the January BoD Minutes.

### FC

1. #25809 (Formula/Sports Racing Committee) Correct Wiseco piston and connecting rod assembly E&O

In GCR section 9.1.1.B.15.f.6, make the following correction:

“Wiseco piston P/N WD-06526 as supplied by Quicksilver with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: ~~555~~ **976** grams.”

### P1

1. #25877 (Formula/Sports Racing Committee) Remove redundant inlet restrictor provisions  
In P1 Engine Table, Group CN-spec Honda K20A-FD2 line, change the notes as follows:

“Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, venturi, **or** ~~SIR or TIR~~ is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass.

SIR ~~and TIR~~ installations are per the Technical Glossary requirements. Where intake restrictors (excluding SIR ~~and TIR~~) are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly.”

Delete GCR section 9.1.8.C.J.10 in its entirety and re-number as appropriate:

~~“On turbocharged and supercharged engines, only one turbocharger or supercharger unit shall be used, and all air shall pass through a single inlet restrictor.”~~

2. #25949 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement  
In P1 Engine Table, Group CN-spec Honda K20A-FD2 line, change the notes as follows:

“No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts **as listed in CN Honda K20A-FD2 Parts List found here: <https://www.scca.com/pages/technical-forms-and-downloads>**. ~~with n~~ No machining allowed.”

3. #25966 (Formula/Sports Racing Committee) Correct GCR section 9.1.8.C.J errors

In GCR section 9.1.8.C.J, make corrections as follows:

“Generally applicable information for P1 engines ~~and automobile weights are~~ **is** given in the following paragraphs. The table (P1 Engine Table) that follows provides general specification of engine types, displacement limits, ~~head designs,~~ intake restrictions, and automobile weights allowed.”

## P2

1. #25595 (Paul Decker) Request to Allow 1345cc Hayabusa Engines for Spec Line P2 Cars In P2, Table 1 (Spec Line Cars), add engines as follows:

Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars see notes	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	
		<i>Stock Engine 1050lb 1345cc max</i>	<i>P2 Engine Table B.5</i>	<i>30mm</i>	
AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches.
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		<i>Stock Engine 1050lb 1345cc max</i>	<i>P2 Engine Table B.5</i>	<i>30mm</i>	

The CRB will continue to monitor class performance and reserves the right to make adjustments to restrictor size, minimum weight, and/or aerodynamic specifications at any time.

2. #25777 (Formula/Sports Racing Committee) Change Engine Table Lines B.1 & B.5 restrictors and min. weight

In the P2 Engine Table, effective 3/1/2019, make changes as follows:

Line B.1, stock engine:

Restrictor: ~~36.5mm~~ **35.0mm**

Weight: ~~4000~~ **1025**

Line B.1, modified engine:

Restrictor: ~~37.5mm~~ **34.0mm**

Weight: ~~4100~~ **1125**

Line B.5:

Restrictor: ~~37.5mm~~ **33.0mm**

Weight: ~~4160~~ **1185**

Note from the CRB:

When the P1 and P2 classes were inaugurated in 2014, they were intended to occupy different spheres of competition, with P1 conceived as the premier class promoting advanced technology and innovation, and P2 envisioned as a lower-cost alternative through restrictions on chassis materials, engine power, and vehicle aerodynamics, but the contrasting class philosophies have not translated into the expected difference in lap times. Despite making various adjustments to specifications over the past five seasons, the front-running P2 cars

remain capable of producing lap times that to most observers are essentially indistinguishable from the lap times of P1 cars. Accordingly, effective March 1, 2019, additional changes are being made to the leading P2 platforms to achieve an appropriate lap-time gap between the P1 and P2 classes, while leaving the specifications of the P2 spec line cars unchanged to promote more equal competition between the different types of P2 cars. The CRB will continue to monitor class performance and make further adjustments as necessary.

3. #25816 (Formula/Sports Racing Committee) Change CN inlet restrictor implementation date In P2 Engine Table, Line E, change the notes as follows:

“Approved engines list: MZR/Duratec, Honda K20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 may must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective ~~4/1/2019~~ **3/1/2019**).”  
In P2 Table 1, FIA Group CN non-composite chassis line, change the restrictor as follows: “Stock 64mm single throttle body with 55mm flat plate restrictor (restrictor implementation effective ~~4/1/2019~~ **3/1/2019**).”

4. #25950 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement In P2 Engine Table, Line E, change the notes as follows:

“Approved engines list: MZR/Duratec, Honda K20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 may must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). **No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: <https://www.scca.com/pages/technical-forms-and-downloads> No machining allowed.**”

## GCR

### GCR

1. #25618 (Tim Myers) No Laptops Hooked Up to Cars in Post Race Tech/Runoffs Tech In GCR section 5.9.3.A, add wording as follows:

***“1. During impound activities, cars are not allowed to be worked on or touched by anyone unless directed by a tech official.”***

2. #25937 (SCCA Staff) Request to add B-Spec to GCR section 9.3.10

In GCR section 9.3.10., add new wording as follows:

“Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, **B-Spec, GT1-ST, GT2-ST, GTX** and Super Touring: ***or where specified in individual class rules or spec line.*** To satisfy this rule, the ABS shall be disabled by removing or all of the wheel sensors.”

3. #25978 (SCCA Staff) Add Verbiage to T&S section for consistency

In GCR section 5.10.4.B.3, between the first and second paragraph add new wording as follows:

***“All drivers listed on the final race results shall be consistent with the numbers included in the event audit.”***

**Grand Touring  
GT General**

1. #26034 (Club Racing Board ) GTX Homologation table update  
In GTX, FIA GT3, classify the Audi R8, BMW Z4, and Ferrari 488 Challenge as follows:

<b>FIA GT3 -</b>					
<b>Make</b>	<b>Homologation</b>	<b>Model</b>	<b>Restrictor mm</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<i>Acura</i>	<i>GT3- 047</i>	<i>NSX</i>	<i>(2) 35 TIR</i>	<i>3015</i>	
<i>Aston Martin</i>	<i>GT3-032</i>	<i>Vantage</i>	<i>(2) 41.5</i>	<i>2980</i>	
<i>Audi</i>	<i>GT3-017</i>	<i>R8</i>	<i>(2) 40 TIR</i>	<i>2900</i>	
<i>Audi</i>	<i>GT3-038</i>	<i>R8 LMS</i>	<i>(2) 39 TIR</i>	<i>2980</i>	
<i>Bentley</i>	<i>GT3-035</i>	<i>Continental</i>	<i>(2) 38 TIR</i>	<i>3070</i>	
<i>BMW</i>	<i>GT3-043</i>	<i>M6</i>	<i>(2) 34 TIR</i>	<i>TBD</i>	
<i>BMW</i>	<i>GT3-023</i>	<i>Z4</i>	<i>70</i>	<i>2800</i>	
<i>Chevrolet</i>	<i>GT3-045</i>	<i>Corvette C7</i>	<i>52</i>	<i>3070</i>	
<i>Dodge</i>	<i>GT3-036</i>	<i>Viper</i>	<i>(2) 39</i>	<i>3120</i>	
<i>Ferrari</i>	<i>GT3-029</i>	<i>458</i>	<i>(2) 40</i>	<i>3025</i>	
<i>Ferrari</i>	<i>GT3-044</i>	<i>488</i>	<i>(2) 35 TIR</i>	<i>3025</i>	
<i>Lamborghini</i>	<i>GT3-040</i>	<i>Huracan</i>	<i>(2) 39 TIR</i>	<i>3015</i>	
<i>Mclaren</i>	<i>GT3-037</i>	<i>650S</i>	<i>(2) 36 TIR</i>	<i>2915</i>	
<i>Mercedes</i>	<i>GT3-042</i>	<i>AMG GT</i>	<i>(2) 34.5 TIR</i>	<i>3090</i>	
<i>Porsche</i>	<i>GT3-041</i>	<i>991</i>	<i>(2) 41.5</i>	<i>2960</i>	
<i>Nissan</i>	<i>GT3-030</i>	<i>GT-R</i>	<i>(2) 40 TIR</i>	<i>3050</i>	
<b>GT-MISC</b>					
<b>Make</b>	<b>Homologation</b>	<b>Model</b>	<b>Restrictor mm</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<i>Ferrari</i>	<i>-</i>	<i>488 Challenge</i>	<i>(2) 45</i>	<i>3350</i>	
<i>Ferrari</i>	<i>-</i>	<i>458 Challenge</i>	<i>(2) 50</i>	<i>3150</i>	
<i>Ford</i>	<i>-</i>	<i>FP350S</i>		<i>3400</i>	<i>Additional modifications allowed beyond OE spec (parts tbd)</i>
<i>Porsche</i>	<i>-</i>	<i>911 GT America</i>	<i>(2) 45</i>	<i>2950</i>	

Lamborghini	-	Super Trofeo	(2) 41	3000	
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## GT2

1. #22138 (Joe Harlan) ST/GT2 BMW Flossman Kit Clarification

In GT2/ST, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, add to notes as follows:

“Flossman body kit is permitted *as found here: <http://www.racingparts-bmw.de/start/eng/start.htm>.*”

2. #25110 (Butch Kummer) Request Clarification/Revision of Appendix L (2013 TA2 Rules)  
In GT2, make changes to Appendix L. as follows:

### **Article 4.8: ~~TRANS AM AMERICAN MUSCLE CLASS~~ *Previous Generations of TransAm TA2 Cars***

#### **4.8.1: CLASSIFICATION *Purpose***

4.8.1.1: This class will consist of all cars meeting Appendix L or the 2017 Trans Am TA2 rules as published by TransAm. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to present to tech on request.

*These rules are intended to summarize all previous generations of the TransAm TA2 rules for inclusion in the Club Racing GT2 class.*

#### **4.8.2: Cost Control**

4.8.2.1: The following items have cost caps. Teams must submit a “~~COST CONTROL INSPECTION~~” form prior to the team’s first race of the season (form available from the Trans Am Technical Manager). Information the team must provide will include the Make; Model; Part #; Supplier contact information; and the commercially available cost.

*Teams must (a) have a “COST CONTROL INSPECTION” form from the Trans Am Technical Manager or (b) provide the Make; Model; Part #; Supplier contact information; and the commercially available cost for the following items:*

#### Maximum Cost

Shock Absorbers	\$800 <del>\$850</del> each
Brake Calipers	\$500 <del>\$550</del> each
Brake Pads	\$200 <del>\$250</del> per axle
Wheels	\$500 <del>\$175</del> each

4.8.2.3: ~~No titanium components are allowed.~~ *All metal components shall be steel or aluminum.*

4.8.2.4: ~~No carbon fiber components are allowed, except for the driver seat.~~ *Only the driver seat and rear wing may be constructed of carbon fiber.*

4.8.3.1: The minimum weight for all American Muscle Class **TA2** cars is 2830 pounds.

#### **4.8.4: Body**

The body rules are divided into two sections. The “American Muscle” (2010+ Camaro-Mustang-Challenger) body rules are found in Article 4.8.7.1. The “Stock Car” body rules are found in 4.8.7.2. Either body type may be used in 2013, but the stock car bodies will be phased out at some time in the future (TBD). *The 2010+ Camaro-Mustang-Challenger body rules are found in Article 4.8.4.1. The “Stock Car” body rules are found in 4.8.4.2. Either body type may be used, but no “mixing and matching” between the two sets of rules is allowed.*

#### **4.8.4.1: American Muscle Bodies *2010+ Camaro-Mustang-Challenger Bodies***

4.8.4.1.1 The following 2010+ make/model bodies are allowed:

1. Chevrolet Camaro (Howe, and ARBodies, *FiveStar* are approved manufacturers)

2. Ford Mustang (Howe approval pending, ARBodies, *FiveStar* are approved manufacturers)

3. Dodge Challenger (no manufacturers approved at this time *Howe is the approved manufacturer*)

4.8.4.1.10.1.3: The maximum wing width, including end plates, is TBD 65 5/16 inches.

4.8.4.2: Stock Car Bodies

4.8.4.2.10.2.3: The maximum wing width, including end plates, is TBD 65 5/16 inches.

(Various updates/clarifications):

4.8.5.9.1: For 2013-TBD, race cars that competed in the Trans Am 2- *Race cars that were eligible to compete in the TA2* class during 2010-2012, may continue to run the chassis/suspension combination that was used during that time period. *Cars built in 2012 meeting the 2012 rules will also be allowed. Entrants must provide evidence of the rules when asked under which the car was prepared.*

4.8.6.2: American Muscle cars must compete on Goodyear TBD race tires. *TA2 cars competing as GT2 cars in Club Racing events may use any tire that fits a TA2-compliant rim.*

#### 4.8.8: ENGINES

The “base” engine for TransAm’s American Muscle *TA2* class is the GM LS3 as described in Addendum A. This engine can be used in all body types. Other engine packages are described in Addendums ~~B, C and D~~ *B-X*. Specific rules for these engine packages are found in:

~~ADDENDUM A: American Muscle TA2 “Base” Engine~~

~~ADDENDUM B: American Muscle TA2 GM LS1 Engine~~

~~ADDENDUM C: American Muscle TA2 Traditional Carbureted Engine~~

~~ADDENDUM D: American Muscle TA2 Restricted Carbureted Engine~~

~~ADDENDUM E: Additional New American Muscle Engine Packages~~ *TA2 EFI Ford Engine*

*ADDENDUM F: TA2 Carbureted Ford Engine*

*ADDENDUM G: TA2 Dodge Engine*

4.8.8.3: Engine setback is ~~a maximum setback of TBD inches, measured from the left side-top ball joint to the engine bellhousing flange.~~ *measured perpendicular to a line connecting the front suspension, left and right side, lower ball-joints to the engine bellhousing flange. The maximum setback for engines in Addendums A through F is 21.75-inches. The maximum setback for engines in Addendum G is 24-inches.*

4.8.8.4: Engine height *for Addendum A through F engines* is a minimum of 9.5-inches *above the ground*, measured from the center of the crankshaft centerline to the ground. *Engine height for Addendum G engines is a minimum of 8.5-inches above the ground, measured from the crankshaft centerline to the ground.*

#### **ADDENDUM A: AMERICAN MUSCLE *TA2* “BASE” ENGINE:**

A.3: An unmodified LS3 GM part # TBD (short); or L92 GM part # TBD (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used. ~~These part numbers include TBD.~~

#### **ADDENDUM B: AMERICAN MUSCLE *TA2* GM LS1”ENGINE:**

#### **ADDENDUM C:**

## **AMERICAN MUSCLE *TA2* TRADITIONAL CARBURETED ENGINE**

C.5: The maximum compression ratio is 10.52:1.

**NOTE:** It is Trans Am's intention to phase out this engine category in TBD

## **ADDENDUM D: AMERICAN MUSCLE *TA2* RESTRICTED CARBURETED ENGINE**

D.7: Engine displacement can be a maximum of 362 *366* cubic inches.

**NOTE:** It is Trans Am's intention to phase out this engine category in TBD

## **ADDENDUM E: ADDITIONAL NEW AMERICAN MUSCLE ENGINE PACKAGES *TA2 EFI Ford Engine***

~~Specific rules for any new American Muscle engine packages will be established after the Trans Am Technical Manager has evaluated the proposed American Muscle Engine Component Build Sheet, and determined, through engine dynamometer testing, that the new engine package does not exceed the American Muscle "Base" engine's average power and torque levels or Am Technical Manager for details on the engine approval process.~~

### ***TA2 EFI Ford Engine***

*E.1: Only Spectre plenum (part # 9849), SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A single inlet tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct or force air to air filter, or housing. The filter must be installed into housing, and just the filter hanging thru with no scoops, deflectors, or funnels directing air. Single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor, or a mass air flow sensor. No devices, or strategies, that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems, or alteration, that competitors would like to run be approved in writing by the TA2 Technical Director.*

*E.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the throttle body base and the intake manifold. It is mandatory that two throttle return springs be used.*

*E.3: Fuel injectors must be a Bosch part # 0 280 158 051, or GM 12576341, 42 lbs/hr @ 58 PSIG. The fuel pressure must be set to 58 PSIG.*

*E.4: The Ford EFI Kit (P/N: 50P-0015) must be used. This kit contains an EFI intake manifold, Ilmor part # 50P-0019, fuel rails and brackets, and ignition coils with brackets/spacers. Also included in the kit are the fuel pressure sensor, oil pressure sensor, water temperature sensor, air temperature sensor, MAP sensor, EPM, injectors, throttle body, and engine wiring harness. Individual parts from the kit will also be available for sale from Koury Race Engines. No modifications to the intake manifold, or other components, are allowed. A crank triggering sensor may replace the EPM.*

E.5: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve seat with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.

E.6: The maximum compression ratio is 10.8:1.

E.7: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through ,Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.

E.8: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).

E.9: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.

E.10: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

E.11: Aftermarket fasteners, including rod bolts are allowed (no titanium).

E.12: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

E.13: All Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA). The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the current TA2 Ford "spec" calibration. As of June 1, 2018, the file for the spec calibration is; TA2-REV08-FORD-KATECH (created 5/17/2018). Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500, engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820), and AEM Ford engine wiring harness (AEM part # 36-3826), must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.

**ADDENDUM F:  
TA2 Carbureted Ford Engine**

*F.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.*

*F.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the carburetor and the intake manifold. It is mandatory that two throttle return springs be used.*

*F.3: The carburetor must be a Holley, 650 CFM, double pumper, part #0-80541. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted.*

*F.4: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.*

*F.5: The maximum compression ratio is 10.8:1.*

*F.6: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through ,Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.*

*F.7: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).*

*F.8: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.*

*F.9: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver*

part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

F.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

F.11: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

F.12: The engine speed rev limit is set at 6800 RPM. <also placeholder for ignition specs coming from Tony Ave>

### **ADDENDUM G: TA2 Dodge Engine**

G.1: Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct, or force air, to the air filter, or housing. The filter must be installed into housing, with just the filter hanging through with no scoops, deflectors or funnels directing air. The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube except for an air temperature sensor, or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

G.2: The throttle body must be a F.A.S.T. 87mm throttle body (part # 54088). The throttle body may not be modified. It is mandatory that two throttle return springs be used.

G.2.1: A 2.150" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.

G.2.2: Fuel injectors must be Chrysler, part # 05038337AA. The fuel pressure must be set to 75 PSIG.

G.3: An intake manifold assembly, (PREFIX part # ARR-9105) must be used. It may not be modified.

G.4: Aluminum cylinder head assemblies (PREFIX part #'s ARR-6556HO (right) and ARR 6555HO(left) must be used. Porting and/or polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60-degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unre-stricted. Rocker arm assemblies (Chrysler part #'s 53021552AA-intake, and 53021553AA-exhaust) with a 1.68:1 ratio must be used. Intake and exhaust valves (Chrysler part # ARR-CAS-1340, and # 05038332AB) must be used. The intake valve diameter is 2.14" and the exhaust valve diameter is 1.65". Both valves have a 7.95mm stem diameter. Any valve springs, retainers, and locks are allowed.

G.5: The maximum compression ratio is 11.0:1.

G.6: The "spec" Trans Am 2 camshaft assembly (PREFIX part # ARR-12674-694) must be used. Prior to use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied.

G.7: An aluminum cylinder block (PREFIX part # ARR-TA2-3897) must be used. The stock engine bore is 4.095". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 392 cubic inches.

G.8: A crankshaft (PREFIX part # ARR-TA2-8339) with a 3.720" stroke must be used. The minimum weight is 55 pounds (with tone wheel and bolts).

G.9: Pistons assemblies (piston, pin, rings) (PREFIX part # ARR-197804695) must be used. Connecting rods (PREFIX part # ARR-X-DH6200TNB8; 6.2" length) must be used.

G.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

G.11: The oil pan is unrestricted, but the oiling system may not exceed five-stages (four scavenge, one pressure).

G.12: All Dodge Hemi engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am or approved TA2 engine builders and will come loaded with the TA2 Dodge Hemi "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820) and AEM Dodge Hemi engine wiring harness (AEM part # 36-3825) must be used. The harnesses are only available from Trans Am or approved TA2 engine builders.

### SUMMARY OF ENGINE COMPLIANCE PARAMETERS

There are items specific to each engine option, but here are the ones common to all that can be verified by non-invasive means:

Addendum / Description	Max cubic inches	Restrictor	Max Compression	Max RPM
A: TA2 "Base" Engine	378	2.250"	10.7:1	6800
B: TA2 GM LSI Engine	350	None	10.1:1	6800
C: TA2 Traditional Carbureted Engine	358	None	10.5:1	7000
D: TA2 Restricted Carbureted Engine	366	None	9.5:1	
. with "spec" 650 Holley				7000
. with any other carburetor				6500
E: TA2 EFI Ford Engine	376	1.250"	10.8:1	6800
F: TA2 Carbureted Ford Engine	376	1.250"	10.8:1	6800
G: TA2 Dodge Engine	392	2.150"	11.0:1	6800

3. #25539 (Mark Uhlmann) Request to classify BMW E82 (1 series) into GT2  
In GT2, classify the BMW 1 Series (E82) as follows:

<b>GT Cars -</b>					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1 Series (E82)	08-12	2dr	RWD	104.7	

<b>GT Engines -</b>

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>N52B30</i>	<i>DOHC</i>	<i>85.0 x 88.0</i>	<i>2996</i>	<i>Alum, Cross-flow</i>	<i>4</i>	<i>Unrestricted automotive type</i>	<i>2140</i>	

4. #25545 (marvin epps) 2010 Cayman Street Tuner Into an STO Car, Addendum In GT2/ST, Porsche Cayman (05-11), Make changes to weight and add to notes as follows:  
**2875 2800**

***"2950 lbs w/3.8L motor built to STO spec. 2850 lbs w/X51 spec motor as delivered as a sealed motor."***

5. #25716 (Adrian Wlostowski) Request - Classify Ford Performance 5.2l In GT2/ST, classify the Ford Mustang (05-) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Ford Mustang (05-)</i>	<i>5200</i>	<i>3400</i>	<i>2 X 41mm Flat Plate Restrictor</i>	<i>Ford Racing 5.2l "Aluminator" crate engine part # M-6007-A52XS</i>

6. #25765 (Grand Touring Committee) Add missing displacement, minimum weight. Remove exhaust note

In GT2, Porsche 996/997.1 GT3 Cup, add to the notes as follows:

***"3.6L flat six. 2900 lbs. Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual."***

In GT2, Porsche 996/997.1 GT3 Cup, delete the notes as follows:

***"Aftermarket exhaust header is allowed (996 only). Paddle shift system allowed with 100 lb. weight penalty."***

7. #25806 (David Woodle) Request for Ford FP 350s Weight Reduction

In GT2/ST, Ford Mustang FP350S (2018-), make changes to weight and add to notes as follows:

**3500 3400**

***"Springs and shocks are free. Fuel cell allowed. Alternate drive shaft permitted. Wheels are free. Header and exhaust permitted. Alternate rotor and hat permitted 380 mm max. Alternate shifter permitted. Lexan windows permitted."***

8. #26024 (Glen Jung) Request to Remove Mazda RX 7 Body Work Penalty

In GT2, Mazda RX7, change notes as follows:

Downing GTS body kit allowed ~~with 75 lbs. weight increase.~~

9. #25842 (Scotty B White) Request to Classify EcoBoost Mustang

In GT2/ST, classify the Ford Mustang (05-) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Ford Mustang (05-)</i>	<i>3500</i>	<i>3200</i>	<i>41mm TIR</i>	<i>Eco Boost option as delivered from the factory, including turbo and ECU. Dry Sump allowed.</i>

## **GTA**

1. #25558 (Butch Kummer) Request options for the LS3 Engine

In GTA, GCR section 9.1.2.G.IX, add new engine spec as follows:

- GM "604 Circle Track" engine as defined in Appendix G.
- GM LS3 engine as defined in Appendix H.

*"Appendix H: GM LS3 Engine.*

*H.0: Must meet all requirements listed in Appendix A.*

*H.1: A stock Mass Air Flow (MAF) sensor, GM part #25168491, or #15865791 must be used. Any commercially available air filter may be used. All tubes between the air filter and throttle body must be metal (except unions used to connect intake tubes). The maximum outside diameter of the tubes is 4.0 inches. No tapered tubing, tapered inserts, or airflow directing devices may be used in the tubing connecting the air filter to the throttle body.*

*H.2: The throttle body must be either a GM 90mm, electronic, part #12570790, or Edelbrock 90mm, mechanical, part #3869.*

*H.2.1: Throttle bodies may not be modified.*

*H.2.2: A 2.150 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.*

*H.3: An unmodified LS3 GM (short), or L92 GM (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used.*

*H.4: Unmodified GM LS3 cylinder heads, GM casting #'s 0821, 0823, or 5364 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted.*

*H.5: The maximum compression ratio is 10.7:1.*

*H.6: The spec TA2 LS3 camshaft must be used. The cam must be ordered through Schwanke Engines, (507.723.4120). Stock rocker arms, with a 1.7:1 ratio must be used. Stock valve spring retainers and keepers (locks/keys) must be used (no titanium). Any valve springs are allowed.*

*H.7: The stock engine bore is 4.065 inches (103.25 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 378 cubic inches.*

*H.8: The stock crankshaft, with a 3.622 inch (92 mm) stroke, must be used.*

*H.9: Aftermarket pistons, piston rings, piston pins and connecting rods may be used if the basic design and weight is the same as the stock GM components.*

*H.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).*

*H.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).*

*H.12: A GM ECU must be used. It may be re-flashed and the maximum RPM set at 6800 RPM."*

## **GTL**

1. #25754 (Chris Kopley) Request for GTL Mini Adjustments

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Iron, non-Crossflow, change notes as follows:

"Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~**125** lbs."

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Alum.

Crossflow, change notes as follows:

"Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~**125** lbs."

The not recommended portion of this letter can be found in letter #26020.

2. #25771 (Grand Touring Committee) BMC thru Rover Group remove long inactive mini engines.

In GTL, BMC thru Rover Group, remove these long inactive Mini engines: 948,970,1071,1098 Mini OHV 62.992 x 76.2 ~~948~~ Iron, nonCrossflow 2 Unrestricted 1210 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.

Mini OHV 70.6 x 61.91 ~~970~~ Iron, nonCrossflow 2 Unrestricted 1235 Any mini that retains the

OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed:  
 Mini OHV 70.6 x 68.26 ~~1071~~ Iron, nonCrossflow 2 Unrestricted 1330 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed:  
 Mini OHV 64.516 x 83.82 ~~1098~~ Iron, nonCrossflow 2 Unrestricted 1380 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.

**Improved Touring  
ITC**

1. #25347 (Greg Amy) Request to Dual-Class Honda Fit and B-Spec Cars Into ITC and In ITB, classify the following B-Spec cars:

<b>ITB</b>	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Mazda Mazda2 10-14	4 Cyl DOHC	78.0 x 83.0 1586	2085	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Honda Fit 09-13	4 Cyl DOHC	73.0 x 89.6 1499	2270	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Honda Fit 14-15	4 Cyl DOHC	73.0 x 89.6 1499	2705	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Chevrolet Sonic 12-15	4 Cyl DOHC	80.5 x 88.2 1796	2875	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Ford Fiesta 11-15	4 Cyl DOHC	79.0 x 81.5 1598	2500	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Fiat 500 11-15	4 Cyl DOHC	72.0 x 84.0 1368	2105	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Toyota Yaris (3 and 5 door) 05-11	4 Cyl DOHC	74.9 x 84.6 1491	2270	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Toyota Yaris (3 and 5 door) 12-15	4 Cyl DOHC	74.9 x 84.6 1491	2270	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight
Kia Rio (5 door) 12-14	4 Cyl DOHC	77.0 x 85.4 1591	2875	May be run in full compliance to B-Spec configuration and weight or to IT specification and weight

**Legends Car  
None.**

**Production  
None.**

**Spec Miata**  
None.

**Strategic**  
None.

**Super Production**  
None.

**Super Touring**  
**STL**

1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines  
In STL, Table A, Acura/Honda B17, add to the notes as follows:

*“54mm flat Plate restrictor required.”*

In STL, Table A, Acura/Honda B18C(JDM Type R), B18C5(USDM Type R), B18C6(UK and Euro Type R), B18C7(Australia Type R), make changes to weight and notes as follows:

*“Chart + 2% Chart”*

*“Effective 03/01/2018, 53 54mm flat plate restrictor required.”*

2. #25955 (SCCA Staff) Request E&O for Mazda Miata Spec Line

In STL, Mazda Miata, delete the maximum displacement (cc’s) and correct the minimum weight as follows:

N/A

N/A *Chart*

**STU**

1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars

In STU, Table A, add engine as follows:

<b>ST<sub>U</sub></b>	<b>Maximum Displacement (cc’s)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Honda K20C1 Turbo I4</i>	<i>1996 CC</i>	<i>3025</i>	<i>36mm TIR Required.</i>

**Touring**

**T1**

1. #21466 (Scotty B White) Class 2015+ Mustang GT350(R)

In T1-LP, Mustang GT350 (2015-), replace spec line as follows:

	<b>Bore x Stroke/Displ. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<i>Ford Mustang GT-350 GT350 (R)</i>	<i>94 x 93 / 5163</i>	<i>2720</i>	<i>19 x 11 (F) 19 x 11.5 (R)</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.0, 0.63</i>	<i>3.73</i>	<i>393 (F) 378 (R)</i>	<i>3650 curb</i>	<i>note: 6-piston calipers, carbon wheels standard</i>

2. #25341 (Touring Committee) Request to Classify Ford FP350S in T1-LP

In T1, Classify the Ford Mustang FP350S (2018), as follows:

	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang FP350S (2017)</i>	<i>94.0 x 93 5163</i>	<i>2718</i>	<i>18 x 11</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.00, 0.67</i>		<i>(F) 372 (R) 340</i>	<i>3600</i>	<i>Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other</i>

3. #25556 (Sean Reilly) Amendment to Request #25555

In 9.1.9.1.N.5, make changes as follows:

~~“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. *Alternate control arms permitted.*”~~

~~“17. Alternate control arms permitted.”~~

4. #25658 (Jake Namer) Request to balance 996 v 997 T1 weight

In T1, Porsche 996, make changes to weight and engine notes as follows:

~~3200~~ *3000*

~~“GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed.”~~

In T1, Porsche 996 GT3 Cup (02-05), change the weight as follows:

~~3450~~ *3000*

In T1, Porsche 997, change the weight as follows:

~~3450~~ *3100*

5. #25668 (Craig Anderson) Request to Add PDK Transmission to 997 Porsche Spec Line

Please classify the Porsche 997 as follows:

<b>T</b> <sub>1</sub>	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 997</i>	<i>3800</i>	<i>3200</i>		<i>GT3 Cup not allowed</i>	<i>GT3 Cup not allowed. OEM PDK allowed</i>

6. #25687 (DAVID MEAD) T1 World Challenge/Grand AM Spec Cars

In T1, Acura NSX Turbo World Challenge, make changes to weight, restrictor and notes as

follows:

~~3000~~ **3100**

~~45mm~~ **44mm**

*“Must conform to World-Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World-Challenge Appendix A 2010 that limits tire and wheel size: Max Tire Size: 245/40 F, 295/30 R. Wheels Max Size: 17x9 Front, 18x11 Rear. No other touring modifications or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes.”*

## **T2**

1. #25335 (Dennis Moser) Request to classify 2015 Cayman GTS 3.4L in T2  
In T2, Porsche Cayman S (13-14), add model and change years as follows:  
“Porsche Cayman S/~~GTS (13-14)~~ **(13-15)**”

2. #25513 (Darin Treake) Request for 2017-2018 Honda Civic Type R - 4 BOP Grill  
In T2, Honda Civic Type-R (2017-), add to the notes as follows:  
*“Alternate grill Custom Tuning FG-CIV16-V3-TR-BK allowed.”*

## **T2-T4**

1. #22414 (Darren Seltzer) Errors, Omissions, and Updates (Various)  
In T4, remove the following from the header in the spec line table:  
Wheel Size(in.)/Mat#:

In T4, Toyota Celica GT (00-05), add to spec line as follows:

Wheelbase: **2600**

Wheel size: 15 **x 7**

In T4, Kia Forte Koup and Sedan LX/EX (2010-), add years as follows:  
(2010-**2013**)

In T4, Kia Forte Koup and Sedan SX (2010-), add years as follows:  
(2010- **2013**)

In T4, Ford Fiesta ST (12-15), make changes to years as follows:  
(~~12-14-15-~~)

In T4, Fiat 124 / Abarth Edition, add years as follows:  
**(16-18)**

In GCR section 9.1.9.2.D.1.g.3, make changes as follows:

Batteries may be replaced with those of an alternate manu~~r~~(~~---~~*strike extra character*)facturer, provided they are of similar amp-hour capacity, size and within 10% of OEM weight.

2. #25774 (Touring Committee) Add Clarification to Spec Car Classifications Vehicle Spec Lines

In T1, Porsche Cayman GTS (2011), add to notes as follows:

“Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. *No other touring modifications or allowances permitted beyond the noted VTS and these spec line allowances.*”

In T1, Audi TTRS (GTS 2011 Spec), add to notes as follows:

“Must conform to December 14th, 2011 revision 3 GTS rules. *No other touring modifications or allowances permitted beyond the noted GTS rules allowances.*”

In T1, Ferrari 430 Challenge, add to notes as follows:

*“As homologated.* DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch “360” brakes are

used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5 mm. *No other touring modifications or allowances permitted.*

In T1, Porsche 996 GT3 Cup (02-05), add to notes as follows:

"996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. *No other touring modifications or allowances permitted except as noted in this spec line.*"

In T2, BMW M235iR (-2016), add to notes as follows:

*"As homologated from BMW Motorsports No other changes or touring rule allowances permitted. Must conform to World-Challenge VTS 2/25/2016 rev.2."*

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows:

"SPL rear toe links part# SPL RTA Z33 permitted. Stillen part #400338 permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.*"

In T2, Porsche Spec Cayman, add to notes as follows:

"Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules. Must use DOT tires. *No other touring allowances permitted.*"

In T2, Spec Mustang, add to notes as follows:

"Must meet all requirements of Spec Mustang rules located in the Appendices. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules - *no mixing between rules.* In T3, BMW SpecE46, add to notes as follows:

"Must conform to all SpecE46 rules in Appendix N. SpecE46 spec tire permitted per SpecE46 appendix rules *or any DOT permitted. No other touring allowances permitted.*"

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

"DE Engine: 57mm flat plate restrictor required. Zspeed and Z1 alternative clutch slave permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.*"

In T3, Porsche Spec Boxster, add to notes as follows:

"Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Tires must meet 2016 SPB rules or any 225 DOT tire permitted. *No other touring allowances permitted.*"

3. #25800 (Touring Committee) Clarify Subframe Bushings Permitted for T2-T4

In GCR section 9.1.9.2.i.7, make changes as follows:

"Fluid filled motor mounts, fluid filled transmission mounts, ~~and~~ fluid filled differential mounts *and sub-frame bushings* may be replaced with non spherical non-metallic mounts. *Sub-frame bushings may be replaced with non-spherical bushings; any material allowed.* Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose."

### T3

1. #25722 (Ali Salih) Request to update SpecE46 Appendix N. with 2019 Rules

In T3, BMW SpecE46, change notes as follows:

"Must conform to all SpecE46 rules in ~~Appendix N~~ *Version 2.6 Effective Jan 1, 2019.* SpecE46 spec tire permitted per SpecE46 appendix rules."

In GCR, remove Appendix N in its entirety.

2. #25747 (Lansing Stout) Request Alternative Nissan Brake Parts - 350Z  
 In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), add to the notes as follows:  
*"Nissan brake kit part number 41000-BRKIT permitted."*  
 In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec Z, add to the notes as follows:  
*"Nissan brake kit part number 41000-BRKIT permitted."*
3. #25803 (Touring Committee) Additional weight adjustments for T3 cars T3 weight loss program
- In T3, Acura TL SHAWD (09-13), make weight change as follows:  
~~3600~~ **3550**
- In T3, BMW 335i (08-13), make weight change as follows:  
~~3400~~ **3350**
- In T3, BMW 330i/Ci (01-06), make weight change as follows:  
~~3235~~ **3185**
- In T3, Cadillac ATS (2015), make weight change as follows:  
~~3300~~ **3250**
- In T3, Chevrolet Camaro (2016), make weight change as follows:  
~~3550~~ **3500**
- In T3, Chevrolet Camaro V6 (10-15), make weight change as follows:  
~~3450~~ **3400**
- In T3, Chevrolet Camaro V6 (2016-), make weight change as follows:  
~~3550~~ **3500**
- In T3, Chevrolet Camaro V6 1LE (2016-), make weight change as follows:  
~~3550~~ **3500**
- In T3, Chevrolet Cobalt SS (08-10), make weight change as follows:  
~~3400~~ **3050**
- In T3, Dodge SRT-4 (03-05), make weight change as follows:  
~~3000~~ **2950**
- In T3, Ford Focus RS (2016-), make weight change as follows:  
~~3300~~ **3250**
- In T3, Ford Mustang EcoBoost (2015-), make weight change as follows:  
~~3475~~ **3450**
- In T3, Ford Mustang Mach I (03-04), make weight change as follows:  
~~3500~~ **3450**
- In T3, Honda S2000 (all) (00-09), make weight changes as follows:  
 2.0: ~~2825~~ **2775**  
 2.2: ~~2925~~ **2875**
- In T3, Hyundai Genesis Coupe (2010-), make weight change as follows:  
~~3200~~ **3150**
- In T3, Mazda Mazdaspeed3 (07-09), make weight change as follows:  
~~3400~~ **3050**
- In T3, Mazda Mazdaspeed3 (10-13), make weight change as follows:  
~~3400~~ **3050**
- In T3, Mazda MazdaSpeed Miata (04-05), make weight change as follows:  
~~2600~~ **2550**
- In T3, Mazda MX-5 Cup, make weight change as follows:  
~~2600~~ **2550**
- In T3, Mazda RX-8 Base/R3 (04-12), make weight change as follows:  
~~2800~~ **2750**
- In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), make weight change as follows:  
~~3350~~ **3275**
- In T3, Porsche Spec Boxster, make weight change as follows:  
~~2650~~ **2600**
- In T3, Saturn Ion Redline (04-07), make weight change as follows:  
~~3050~~ **3000**
- In T3, Subaru WRX (11-14), make weight change as follows:  
~~3250~~ **3200**

In T3, Subaru WRX STI (03-07), make weight change as follows:

~~3400~~ **3350**

In T3, Volkswagen Golf R (15-16), make weight change as follows:

~~3450~~ **3100**

In T3, Volkswagen GTI, Jetta GLI (06-10), make weight changes as follows:

DSG @ ~~3430~~ **3080**

STD @ ~~3400~~ **3050**

In T3, Volkswagen GTI (2013), make weight changes as follows:

DSG @ ~~3430~~ **3080**

STD @ ~~3400~~ **3050**

4. #25813 (Scotty B White) Request for Alternate EcoBoost Mustang Brakes

In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:

*"Ford Motorsports 6-piston M2300V 380mm brake kit allowed, +100lb or optional 2-piece rotor, 355mm max, Brembo brake kit #M-2300-S allowed, +100lb."*

5. #25888 (Oscar Jackson) Request to Add the FR-S/86 and BRZ Spec Lines to T3

In T3, combine the Scion FRS/Toyota 86 (13-16) and Scion FRS/Toyota all models (2013-) spec lines with changes as follows:

Max Wheel Size (inch)

~~17 x 8~~ **17 x 9**

Tire Size (max)

~~245~~ **255**

Final Drive

**4.10 or 4.30**

Weight (lbs)

~~2800~~ **2750**

Notes:

~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~

*"Update/Backdate between any models within manufacturer brand permitted. Any 4 piston*

*brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel*

*permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R.*

*Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted.*

*Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing*

*permitted no higher than the roofline or wider than the max body width, max end plates 72.0*

*square inches. Front splitter/spoiler permitted but may not exceed the max body width or*

*extend more than 3.0 inches past the original bodywork as viewed from above."*

In T3, combine the Subaru BRZ all models (2013-) spec lines with changes as follows:

Max Wheel Size (inch)

~~17 x 8~~ **17 x 9**

Tire Size (max)

~~245~~ **255**

Final Drive

**4.10 or 4.30**

Weight (lbs)

~~2800~~ **2750**

Notes:

~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~

*"Update/Backdate between any models within manufacturer brand permitted. Any 4 piston*

*brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel*

*permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R.*

*Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted.*

*Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing*

*permitted no higher than the roofline or wider than the max body width, max end plates 72.0*

square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above.”

6. #26027 (Ali Salih) Request to Clarify BMW SpecE46 Tire Verbiage

In T3, BMW SpecE46, add to notes as follows:

“SpecE46 spec tire permitted per SpecE46 appendix rules. *Alternate tire: Any DOT up to 225 permitted.*”

**T4**

1. #25371 (Christopher Childs) Request for Adjustments to fiat 124 specline

In T4, Fiat 124 / Abarth Edition, make changes to the notes as follows:

“The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. ~~29mm~~ *30mm flat plate restrictor required TIR. DG motorsports part #50-93-7100 hardtop allowed.*”

2. #25802 (Touring Committee) Consider Solo SSC cross over classification into T4

In T4, classify the Scion FR-S (13-16) Solo® Spec Coupe as follows:

<b>T<sub>4</sub></b>	<b>Bore x</b>		<b>Wheel</b>	<b>Tire Size (max)</b>	<b>Gear</b>				<b>Notes:</b>	
<i>Scion FR-S (13-16) Solo® Spec Coupe</i>	<i>86.0 x 86.0 1998</i>	<i>2570</i>	<i>17x8</i>	<i>225/45</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, 0.77</i>	<i>4.30</i>	<i>(F)</i>	<i>295</i>	<i>2800</i>	<p><i>Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.</i></p> <p><i>** Note to competitors <a href="https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download">https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download</a> **</i></p>

In T4, classify the Subaru BRZ (13-16) Solo® Spec Coupe as follows:

<b>T<sub>4</sub></b>	<b>Bore x</b>		<b>Wheel</b>	<b>Tire Size (max)</b>	<b>Gear</b>				<b>Notes:</b>

Subaru BRZ (13-16) Solo® Spec Coupe	86.0 x 86.0 1998	2570	17x8	225/45	3.63, 2.19, 1.54, 1.21, 1.00, 0.77	4.30	(F) 295	2800	<p>Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.</p> <p><b>** Note to competitors <a href="https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download">https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download</a> **</b></p>
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