

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | April 2, 2019

The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Paula Hawthorne, Lansing Stout, Jr. and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Merideth, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

#### **Member Advisory**

##### **T3**

1. #26736 (TOMAS BALLESTER) Spec Tire Variance

Thank you for your letter. Per SE46 rules, Toyo 235/40-17 RA1 is allowed.

#### **No Action Required**

##### **FC**

1. #26688 (Christopher Bologna) Request VanDiemen FX with Ford Zetec 2.0

Thank you for your letter. The Club Racing Board cannot provide an opinion on what changes or modifications your car might need to be legal in FC via the Letter Log System. The specific rules with which the car must comply can be found in section 9.1.1.B of the General Competition Rules (GCR), available at <https://www.scca.com/pages/cars-and-rules>. If you need a determination of whether the car or one of its components is in compliance with the rules, you may submit a Compliance Request Form to the Road Racing Department as described in GCR section 8.1.4.

#### **IT General**

1. #26610 (PRH stark) Clarification on 9.1.3 D1.A.2

Thank you for your letter. Please see response to letter #26237.

#### **STU**

1. #26624 (Kevin Koelemeyer) S54 BMW Engine

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

#### **T1**

1. #26665 (Andrew Aquilante) Request to make VTS available online for cars that require them.

Thank you for your letter. The Club Racing Board is considering changes for handling VTS spec sheets.

#### **T3**

1. #26654 (Ali Naimi) Not in Favor of SMG in T3

Thank you for your letter. Your input has been logged.

#### **T4**

1. #26459 (James Coughlin) Request for data in T4 Class

Thank you for your letter. Data will be collected throughout the season. We will keep an eye on the Civic.

#### **Not Recommended**

##### **FA**

1. #23725 (Moses Smith) Classify Pro Mazda Tatuus PM-18 in FA class

Thank you for your letter. The CRB does NOT RECOMMEND and is unable to classify the Pro Mazda Tatuus PM-18 in FA due to the absence of engine build, mapping and performance specifications. While the CRB will consider and approve sealed engines for use in SCCA Road Racing, all pertinent build and performance related criteria must be provided for purposes

of approving the classification and ultimately for publication in the GCR so as to permit compliance inspections as may become necessary in the course of competition.

## **FV**

### 1. #26613 (Alan Varacins) FV Track Loop Hole

Thank you for your letter. The Club Racing Board does not recommend this change. Cars with 4.0" wheels may increase track consistent with the allowances in GCR section 9.1.1.C.3.A. Cars with disc brake kits that were designed without accounting for these allowances and cars with drum brakes that have not utilized the allowances may use spacers to increase track consistent with the dimensions in GCR section 9.1.1.C.2. Please see the response to letter #26674, Technical Bulletin.

## **P1**

### 1. #26666 (Athar Qureshi) Car classification request by Praga dealer

Thank you for your letter. The Club Racing Board does not recommend classification because the Praga R1 Turbo and Praga R1 Turbo Evo are outside the P1 class philosophy. Please see the response to letter #21457, June 2017 Fastrack Minutes. Competitors may race in the Regional only ASR class.

### 2. #26710 (Jim Cain) Request to release weight and intake for Staudacher race cars

Thank you for your letter. The Club Racing Board does not recommend this change. The P1 rules permit the Staudacher chassis to run at a lighter weight than all other 1000cc cars, and the required intake restrictor properly compensates for the Staudacher's weight allowance.

## **GT2**

### 1. #26507 (Oscar Jackson) Request to Classify 718 Cayman GT4 Clubsport in GT2

Thank you for your letter. This car is over the potential abilities for GT2 and should be classified in GTX.

## **GT3**

### 1. #26261 (Steve Kohli) Request to classify the 2014 WC Honda Accord

Thank you for your letter. This car is over the potential abilities for GT3. It is recommended that Touring Committee review to be placed in T1.

## **FP**

### 1. #26642 (Jack Banha) FP VW Rabbit/Convertible 1.6L Prep Level 1

Thank you for your letter. The request to allow a 1.8L head onto the VW 1.6L in FP is not recommended. The car is competitive with the complete 1.6L engine, and parts appear to be available.

## **HP**

### 1. #26646 (Gary David) 1098 Spridget in HP

Thank you for your letter. This change is not recommended at this time. Examples of the 1098cc full-prep engine have been ran in HP in recent years, and have been competitive when ran. However, additional data points are always welcomed, so the letter writer is encouraged to also run and provide more examples of this engine in competition.

## **Prod General**

### 1. #26649 (James Bell) Allow Replacement of Rear Window Glass in Closed Cars

Thank you for your letter. Per rule 9.1.5.E.9.a.8.C, closed top cars are already allowed to replace their rear glass with polycarbonate material: "Rear, door, vent, and quarter window glass can be replaced with a clear polycarbonate material having a minimum thickness of 3mm." Allowance of any holes in the rear window is still not recommended.

## **STU**

### 1. #26454 (Tim Myers) Request to Classify BMW 235iR in STU

Thank you for your letter. The Club Racing Board will consider classification of the 235/240iR

pending approval of rules changes for 2020.

2. #26473 (Travis Washay) Request for update 2015 VW GTI TCA world challenge  
Thank you for your letter. Please see response to letter #25487.

3. #26608 (Dennis Troemel) Request to Classify Subaru Turbo  
Thank you for your letter. The club racing board does not recommend. Competitor may choose a turbo from the approved list per 9.1.4.1 H.5.

4. #26641 (Patrick Waligore) Oil Pan Protective Skid Plate Allowance  
Thank you for your letter. The Club Racing Board does not recommend. Competitor may modify pan to add ground clearance.

5. #26650 (Raymond Philibert) Mazda 13B Injection Throttle Body  
Thank you for your letter. The Club Racing Board does not recommend non OE fuel injection.

## **T2**

1. #26378 (Michael Pettiford) Request to please review data on T2 Solstice GXP  
Thank you for your letter. Please continue to bring the car out for more data.

2. #26527 (Michael Pettiford) Solstice GXP T2 Parody  
Thank you for your letter. Please continue to bring the car out for more data.

3. #26632 (Matt Jensen) Porsche 996/997/997.2 Trailing Arm Allowance  
Thank you for your letter. This is not recommended at this time.

## **T4**

1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?  
Thank you for your letter. Membership feedback did not decisively support this philosophical change.

2. #26657 (chi ho) Request for BMW 320i Parts  
Thank you for your letter. Please compete with the car this season. Rules changes for 2020 can be considered with data.

## **Recommended Items**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

NONE.

## **Taken Care Of** **GCR**

1. #26374 (Kevin Coulter) Opposition to letter #26051  
Thank you for your letter. Your response has been logged.

2. #26381 (Tom Fuehrer) Opposes Changes to Runoffs Invitations (3.7.4.A.1.a)  
Thank you for your letter. Your response has been logged.

3. #26383 (Andrew Jenkins) Oppose Change #26051 Runoffs Invitation  
Thank you for your letter. Your response has been logged.

4. #26405 (Jeff Kulawinski) Opposes Runoffs Invitations Change in Feb Fastrack  
Thank you for your letter. Your response has been logged.

5. #26406 (Tracey Gauper) Opposes Runoffs Invitations Change in Feb Fastrack  
Thank you for your letter. Your response has been logged.
6. #26408 (Anthony Jorgensen) Opposes pro drivers/runoffs  
Thank you for your letter. Your response has been logged.
7. #26409 (Lon hake) Opposes allowing pro drivers to compete at the Runoffs  
Thank you for your letter. Your response has been logged.
8. #26410 (Edward Cheek) Opposes Runoff Invitation Changes (Feb. Fastrack)  
Thank you for your letter. Your response has been logged.
9. #26412 (Mark Utecht) Opposes Runoffs Invitations Change in Feb Fastrack  
Thank you for your letter. Your response has been logged.
10. #26416 (Scott Meland) Opposes Runoffs Pro Qualification  
Thank you for your letter. Your response has been logged.
11. #26419 (Pamela Kewley) Opposes Runoffs Invitations Change in Feb Fastrack  
Thank you for your letter. Your response has been logged.
12. #26420 (Tobin Schuster) Opposes Runoffs Invitations Change in Feb Fastrack  
Thank you for your letter. Your response has been logged.
13. #26452 (Rick Bentson) Suggestion for 26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a  
Thank you for your letter. Your response has been logged
14. #26453 (Rick Bentson) Proposal #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a  
Thank you for your letter. Your response has been logged
15. #26460 (Karen Abrahamson) Opposes Runoffs invitation # 26051 John La Rue 3.7.4.A.1.a  
Thank you for your letter. Your response has been logged
16. #26474 (Christopher Buccola) Opposition to #26051 - Runoffs Invitations 3.7.4.A.1.a  
Thank you for your letter. Your response has been logged

## **GTL**

1. #26083 (Tim Linerud) Fun Beetle  
Thank you for your letter. Your response has been logged.
2. #26084 (Joe Harlan) Response to 25986 VW Fun Cup  
Thank you for your letter. Your response has been logged.
3. #26087 (Roy Lopshire) Opposes VW FUN CUP in GTL  
Thank you for your letter. Your response has been logged.
4. #26091 (Kenneth Gassin) RE: 25986 VW Funcup  
Thank you for your letter. Your response has been logged.
5. #26095 (William Ball) Request to look at #25986  
Thank you for your letter. Your response has been logged.
6. #26100 (Jameson Savage) Response to CRB Request #25986  
Thank you for your letter. Your response has been logged.

## **STL**

1. #26676 (Tim Auger) Request engine fairness

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

## **STU**

1. #26668 (Dave Mead) Request to remove BMW S54 listing from approval

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

2. #26670 (Luis Rivera) Opposes S54 in STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

3. #26675 (John Weisberg) Opposes BMW S54/E46 for STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

4. #26677 (Jose De Miguel) Opposes BMW S54 engine

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

5. #26681 (Eric Heinrich) Request to remove S54 spec line from STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

6. #26720 (Matt Wolfe) Opposition to recent rule changes and class direction

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

## **T4**

1. #26521 (Chris Shenfield) Permanently Changing an Adjustable Shock to Non-adjustable.

Thank you for your letter. Your opinion has been logged.

2. #26653 (Ali Naimi) In Favor of Adjustable Shocks

Thank you for your letter. Your input has been logged.

## **What Do You Think**

None.

## **RESUMES**

None.

## TECH BULLETIN

DATE: April 20, 2019

NUMBER: TB 19-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2019 unless otherwise noted.

### American Sedan

None.

### B-Spec

None.

### Formula/Sports Racing

#### FA

1. #26707 (Formula/Sports Racing Committee) Add data plate requirement

In GCR section 9.1.1.A.1, add a new section as follows:

*"i. All FA cars competing in Majors Races and the Runoffs must have the AIM part #X47KPF SOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase."*

#### FC

1. #26659 (Formula/Sports Racing Committee) E&O Wiseco piston and Crower connecting rod part numbers

In GCR section 9.1.1.B.15.f.6, make changes as follows:

"Wiseco piston P/N ~~WD-06526~~ **WD07253** as supplied by Quicksilver with rings, pin, Crower connecting rod P/N ~~SP93235B-4~~ **SP 93221** (with bolts), but without bearings: Minimum permitted weight: 976 grams."

#### FV

1. #26674 (Formula/Sports Racing Committee) E&O Dimensions

In GCR section 9.1.1.C.2, make changes as follows:

"Track, front: Standard VW – maximum 52.500" (~~no spacers allowed~~)

Track, rear: 49.125" minimum, 50.750" maximum (~~no spacers allowed~~)"

#### P1

1. #26648 (Formula/Sports Racing Committee) Clean up reference to engine table

In GCR section 9.1.8.C.J, change as follows:

"The ~~table~~ (P1 Engine Table) that follows provides general specification of engine types, displacement limits, intake restrictions, and automobile weights allowed."

2. #26692 (Formula/Sports Racing Committee) Remove redundant spec line

In P1 Engine Table, remove Mazda Renesis Rotary spec line (Spec Line I).

## SRF

1. #26629 (Robey Clark) SRF Brakes and Shock Rule Changes

In GCR section 9.1.8.E.1.X.g, make changes as follows:

“Brakes: Hawk Blue 9012 pads P/N 801993 ~~or 801994~~ *must be used. Wilwood V*vented rotor *P/N 800065* minimum thickness 13.25mm (0.522 in.); shall be used as delivered *with* no machining of any kind, ~~P/N 800065~~. *Minimum thickness 13.25mm (0.522”)*. Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 *or P/N 1196185* ~~(or A or B)~~. Original caliper pistons may be replaced with vented caliper piston P/N 1196184; *no other modification allowed. Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper.*”

In GCR section 9.1.8.E.1.X.h, make changes as follows:

“Shock Absorbers: ~~Standard Koni shock, P/N 82X-2255-SPA1 with standard oil-~~  
~~or Penske shock P/N 280396~~ *with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor’s cost.* The bump rubber provided with the shock shall be used in unmodified, stock condition. No Koni or alternate bump stop is permitted to be used with the Penske shock. Shortening the Penske shock bump rubber is allowed. All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder. *Beginning 05/01/2020, SCCA Enterprises bump rubber P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump rubber per shock.*”

## GCR

None.

## Grand Touring

### GT General

1. #26141 (Michael Major) Request GTX Fuel injection for previous GT-1 tube frame cars

In GTX, GCR section 9.1.2.H.I.3, add throttle body size as follows:

“GTX tube frame cars may install fuel injection system, maximum throttle body size TBD *90mm.*”

2. #26535 (Jeffery Smisek) Request to Classify Ligier JS2 R

In GTX, classify the Ligier JS2 R as follows:

<b>GTX- MISC</b>					
Model	Homologation	Model	Restrictor	Weight	Notes
<i>Ligier</i>		<i>JS2 R</i>		<i>2400</i>	

## GT2

1. #26106 (Mike McAleenan) Request for e36/e46 bmw 4500 cc v8 at 2950lbs in GT2/ST

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

“*The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. Flossman body kit permitted as found at <http://www.racingpartsbmw.de/start/eng/start.htm>.*”

## GTL

1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle  
In GTL, classify the Fun Cup Beetle as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Fun Cup Beetle</i>	<i>All</i>	<i>2 dr.</i>	<i>RWD</i>	<i>94.5</i>	<i>VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. See VW engine table for acceptable engines for this chassis.</i>

2. #26572 (Luis Rivera) Request for GTL Mazda 13B SIR Increase with Penalty  
In GTL, Mazda 13B, add to the engine spec line notes as follows:  
*"May use a 25mm SIR plus 175lbs."*

## Improved Touring IT General

1. #26237 (PRH Stark) Request clarification on 9.1.3 D1.A.2  
In GCR section 9.1.4.D.1 make changes and renumber as follows:  
9.3.1.D.1. Reciprocating Engines (only)

~~a.~~ All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (throttle body or bodies). All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped. Air intake source shall be within the confines of the engine compartment or stock location. (previously D.1.a.4)

~~4.~~ a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (*throttle body or bodies*). All air must also pass through the stock air metering device, eg MAF, or AFM, etc., if so equipped. Air intake source shall be within the confines of the engine compartment or stock location.

~~3.~~ ~~b.~~ The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by rule ~~D.1.1~~ *these rules*.

### *c. Carbureted engines*

~~a.~~ ~~1.~~ Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.

~~4.~~ ~~2.~~ Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.

~~2.~~ ~~3.~~ External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified. (previously D.1.a.2)

~~5.~~ ~~4.~~ All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

- 1 Weber 32 DGV/DGAV/DGEV
- 1 Weber 32/36 DGV/DGAV/DGEV
- 1 Weber 32/36 DFV/DFAV/DFEV
- 1 Weber 34 DAT/DATR/DATRA/DMTR

## 1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by *the Authorized Modifications* Sections ~~D.1.a.~~, and ~~D.1.a.2.~~, above in these rules.

### *d. Fuel injected engines*

~~6-1.~~ The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~2.~~ External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.

2. External throttle linkage may be modified or changed. Electronic control of the throttle is forbidden unless fit as stock. The method of operating any secondary throttle may not be modified. Electronically actuated throttle bodies may not be replaced by mechanical units unless specified on the vehicle's spec line. Requests for alternate throttle bodies will be considered on a case by case basis.

~~6-3.~~ The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~7-4.~~ Wires and connectors in the engine wiring harness may be modified or replaced.

### **ITR**

1. #26096 (Austin Hilliard) Request Reduction of Minimum weight for 2000-2003 Honda S2000  
In ITR, Honda S2000 (00-03), change the weight as follows:  
"3005 **2895**"

In ITR, Honda S2000 (04-09), change the weight as follows:  
"3005 **3025**"

### **Production**

#### **EP**

1. #26726 (Production Committee) Allow Firewall Modification for Fitment of 13B into RX8  
In EP, Mazda RX-8 (04-11) (alternate), add to notes as follows:  
*"Firewall may be modified as necessary for fitment of 13B into stock chassis engine mount location. Firewall must be sealed in the area of the modification."*

### **Spec Miata**

**None.**

### **Strategic Planning**

**None.**

## Super Touring ST General

1. #26597 (SCCA Staff) Request Ride Height Clarification

In GCR Appendix K.F.5, add as follows:

“Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld.”

In GCR section 9.1.4.F.5, add as follows:

“Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld.”

## Touring

### T1

1. #25841 (Scotty B White) Request to Classify EcoBoost Mustang

In T1, classify the Ford EcoBoost engine as follows:

<b>T1</b>	<b>Maximum Displ.</b>	<b>Min. Weight</b>	<b>Required Restrictor</b>	<b>Engine Notes</b>	<b>Chassis Notes</b>
Ford Mustang/ Thunderbird	<i>3496</i>	<i>3300</i>	<i>(2) 31mm TIR</i>	<i>3.5 GTDi (EcoBoost) OEM turbos required.</i>	<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

2. #26265 (James Candelaria) Request Corvette aerodynamic aids

In T1, Chevrolet Corvette Cadillac XLR (04-09), add to notes as follows:

*“C5 body only: Corvette OE equivalent aero parts allowed: C7 Carbon C7-CCC5EX-RSP-GB, C7-CCC5-SS-GB, C7-CCC5-FS-GB, +50lbs.”*

3. #26578 (Colin Cohen) Audi TTRS VTS Documentation Revision

In T1, Audi TTRS (GTS 2011 Spec), make changes to chassis notes as follows:

“Must conform to ~~December 14th, 2014~~ *July 24th, 2015* revision ~~3~~ *7* GTS rules.”

4. #26599 (SCCA Staff) Request Ride Height Clarification

In GCR section 9.1.9.1.D.5, add as follows:

“Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches.”

5. #26719 (Mark Kibort) Opposes Unfair weight and throttle restrictor

In T1, Porsche 928 S4/ Porsche 928 GTS-R, make changes to weight and restrictor as follows:

~~“3500~~ *3200”*

~~“60mm flat plate restrictor”~~

### T3

1. #26294 (Touring Committee) T3 Civic Si weight change

In T3, Honda Civic Si (2017-), make changes to the weight in the spec line as follows:

~~“3000~~ *2900”*

2. #26449 (Touring Committee) Class Civic Si 2017+ w/ alternate cage  
 In T3, classify the Honda Civic Si (2017-) with alternate cage, 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
<b>T3</b>									
<i>Honda Civic Si (2017-)</i>	<i>73.0 x 89.5  1498</i>		<i>18 x 8</i>	<i>245</i>	<i>3.64, 2.08, 1.36, 1.02, 0.83, 0.69</i>	<i>4.10</i>	<i>(F) 312 x 25 Vented Disc  (R) 282 x 10 Solid Disc</i>	<i>3075</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb. Vehicle with cage built to another series spec that exceeds SCCA Touring cage rules permitted. 8-point roll cage with additional secondary attachment points allowed while pending FIA certification</i>

3. #26695 (Travis Washay) Classify 2014-2017 MK7 Volkswagen GTI for T3  
 In T3, classify the Volkswagen GTI (14.5-17), as follows:

<b>T3</b>	Bore x	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Volkswagen GTI (14.5-17)</i>	<i>82.5 x 92.8 1984</i>	<i>2361</i>	<i>18 x 8.5</i>	<i>245</i>	<i>STD: 3.76, 2.08, 1.46, 1.08, 1.09, .97  DSG: 2.92, 1.79, 1.14, .78, .80, .64</i>	<i>manual: 3.42 DSG: 4.77</i>	<i>(F) 312 vented (R) 288 solid</i>	<i>DSG @ 3080 STD @ 3050</i>	<i>Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield ECS-2986429 allowed</i>

4. #25731 (Derek Zalewski) Request to classify a 2019 Chevrolet Camaro LT-I4 Turbo 1LE  
 In T3, classify the Chevrolet Camaro LT-I4 Turbo 1LE (2019-) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Camaro LT-I4 Turbo 1LE (2019-)</i>	<i>86.0 x 86.0 1998</i>	<i>2811</i>	<i>18 x 10</i>	<i>245</i>	<i>4.40, 2.59, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F) 320 (R) 314</i>	<i>3450</i>	<i>Any swaybar 30mm front, 28mm rear allowed. 36mm TIR required.</i>