

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | May 7, 2019

The Club Racing Board met by teleconference on May 7, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Sam Henry, John LaRue, Paula Hawthorne, Steve Strickland, Lansing Stout and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Peter Jankovskis, 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**

##### **GCR**

1. #26513 (Gordon Benson) Request to Break up the GCR and Address the Door Bar Rules

Thank you for your letter. An email has been sent with a detailed document to the member with instructions on how to extract pages and navigate the GCR. Letter #26864 has been created on the member's behalf to clarify the door bar attachment question.

#### **No Action Required**

##### **FA**

1. #26711 (Mirl Swan) Stop Dumping Random Formula Cars into FA

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

##### **FV**

1. #26839 (Andy Pastore) Supports Track Width Comment only

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

2. #26850 (Garry Sharp) Comment Referring to Letter #26674

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

##### **GCR**

1. #26647 (Jason Stine) SFI Harness Requirements

Thank you for your letter. The GCR Section 9.18.E.1. states SFI labels with an expiration date expires on December 31<sup>st</sup> of the labeled expiration date. In your case your belts will expire on December 2021. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31<sup>st</sup> of the 5<sup>th</sup> year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019. *SFI labels, with expiration dates, expire on December 31<sup>st</sup> of the labeled expiration date.*

2. #26672 (Thomas Turner) Request to review Driver safety

Thank you for your letter. Your concerns they will be discussed by the Club Racing Board and the National Staff.

3. #26738 (Kevin Coulter) Update GCR 8.4.3.D to reflect current sanctioning processes

Thank you for your letter. If two separate regions are hosting two separate sanctioned events on the same weekend, the rules as written are appropriate. The GCR does not require a Notice of Appeal Form it only states that there will be a notice of appeal.

##### **GT2**

1. #26582 (Lou Gigliotti) TA2 vs Top GT2 Car is Way Off.

Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

2. #26609 (Lou Gigliotti) TA2 Issues

Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

3. #26612 (Lou Gigliotti) Further Clarification/Back up for GT2 Rule Change Consideration

Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

4. #26614 (Lou Gigliotti) TA2 Weight?? 2830? With Pirelli Slicks?

Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

**GT3**

1. #25695 (Armen Megregian) Request for list of turbo engine cars in GT3

Thank you for your letter. Specification has been given for full prep turbo motors and limited prep motors will be specified as manufacturers provide their information to the Club Racing Board.

**FP**

1. #26828 (Jesse Prather) Request BoP for the Fiat 124

Thank you for your letter. The classification of this vehicle in question was adjusted a few seasons ago, and the effects of those changes are continuing to be monitored, along with the competition balance of all Prod classes. At this time, no further changes are believed to be warranted.

**HP**

1. #26777 (Bobby Beyer) Why Did the 07-11 Yaris Get Hit With Full Weight?

Thank you for your letter. The two Toyota Yaris generations have the same drivetrain, brakes, and coefficient of drag, their wheelbase, track, and height dimensions are all within one inch of each other, and both chassis' have been very successfully campaigned. The similarities are so great, that there isn't enough reason to treat their classifications differently.

**ST General**

1. #26780 (Jose De Miguel) Request to Clarify Manifold allowances

Thank you for your letter. 9.1.4.G.1.e Is a general category rule and applies to both STL and STU. 9.1.4.1.B.3 is a STU specific rule applying only to STU and over riding 9.1.4.g.1.e.

**STL**

None

**T1**

1. #26770 (Andrew Aquilante) Request to stop using T1 for cars no other classes want

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

2. #26835 (Albert Watson) Request clarification for hood vents

Thank you for your letter. Based on the image of the louver you provided the part is legal.

**T2**

1. #26687 (Van Hunter) Request Bilstein B16 Suspension Kit

Thank you for your letter. Shocks are open. If the spring rate is under the spec line allowance it is legal.

**T2-T4**

1. #26812 (Eric Heinrich) Response to Roll cages

Thank you for your letter. The Touring Advisory Committee and Club Racing Board are working on changes.

**T4**

1. #26730 (Matt Downing) Suspension Options for Pontiac Solstice

Thank you for your letter. Three performance enhancements were recently made to this car to help it, which is why additional shock allowances were denied. We will continue to monitor its performance in the class.

2. #26745 (ROGER KNUTESON) : BMW Z4 Restrictor (2.5L)

Thank you for your letter. Please see page 670 of the April GCR. This car has been given recent competitive adjustments including, weight reduction, springs, sway bars and removal of restrictor plate.

**Not Recommended**

**FA**

1. #26689 (Bill Gillespie) Request BoP of USF3

Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance.

**P1**

1. #26757 (Stan Clayton) Request Correction to P1 Spec Line E Minimum Weight

Thank you for your letter. The Club Racing Board does not recommend this change. The minimum weight is correct for the current power level and is supported by both acceleration rate data and lap time performance.

2. #26836 (Jim Devenport) Spec Line F of P1 Engine Table

Thank you for your letter. The Club Racing Board does not recommend this change. The minimum weight is correct for the current power level and is supported by both acceleration rate data and lap time performance.

**GCR**

1. #26404 (Bill Skibbe) Add to GCR section 9.3.28 Change Title to: Identification Marking

Thank you for your letter. After careful and thorough review of the proposal, including inconsistencies with current language, and conflicts with various sections, this is not recommended as written.

2. #26516 (John LaRue) Request to edit protest/appeal procedures

Thank you for your letter. The amount of administrative work for a volunteer organization and the stated timelines makes this proposal unfeasible.

3. #26645 (Patrick Burger) Looking for Car Class

Thank you for your letter. It is recommend that the competitor contact their local region to see if they have a regional only class that the car may fit in.

4. #26651 (Kevin Coulter) Delete First Sentence of GCR Sections 9.4.F.3 and 9.4.5.E.4.c

Thank you for your letter. Considering the highly variable range of driver weights, and the addition/subtraction of ballast and/or fuel to make minimum weights, the existing rule provides the most consistent approach to remove these variables from the determination of roll bar size.

5. #26723 (Raymond Blethen) Require class designation and car number on rear of the car

Thank you for your letter. There are several cars that run several different classes in different groups that would require multiple classes to be listed in very limited space on the back of the car.

**SM**

1. #26792 (Justin Lee) Request NA/NB Billet front enduro hubs

Thank you for your letter. This is not recommended at this time. The price point far exceeds the purpose and intent of the Spec Miata class.

**STL**

None.

**STU**

1. #25786 (Chris Itterly) Request to Allow BMW M50B25 Engine

Thank you for your letter. Currently the Club Racing Board will not consider alternate individual throttle body (ITB) type manifolds in STU.

2. #26754 (Dave Mead) Request to remove RWD Turbo 1% penalty

Thank you for your letter. The Club Racing Board decided to remove the 1 mm of TIR from AWD due to driveline loss. The Club Racing Board decided that RWD will retain the -1mm of TIR from chart weight until further data supports its removal.

3. #26810 (Allan Ferragonio) Request 9

Thank you for your request. CRB doesn't recommend changing the weight based on wheel size.

4. #26811 (Timothy Myers) Request Procedural feedback regarding category rule vs. spec line

Thank you for your letter. The Club Racing Board currently does not wish to classify this car for consistency. Currently the ST category has many hard lines regarding tire size, brake size, number of forward speeds. This car exceeds those hardlines. There are currently pending rules changes that may allow for this car in 2020. The Club Racing Board has chosen not to spec line the car due to lack of relative performance data.

**T1**

1. #26278 (James Hanrahan) Request to review the Lotus Exige Cup R

Thank you for your letter. Car is competitive as classed. Please use the contact the Touring Advisory Committee provided for information about developing the car.

2. #26761 (Michael Pettiford) Request for Corvette Parity at Hallett Suggestions

Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car and hope it can come to a Majors race soon.

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3. #26825 (Christopher Childs) Request Restrictor change for FP350S

Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

## T2

1. #26760 (Michael Pettiford) Solstice GXP Parity Suggestions from Hallett

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

2. #26822 (William Moore) Request Camaro Weight Adjustment and Restrictor Plate - GCR 651

Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

3. #26827 (William Moore) Request Camaro Air Intake GCR 651

Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

4. #26833 (William Moore) Request Camaro Weight Adjustment and Restrictor Plate - GCR 651

Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

5. #26851 (Matt Jensen) Porsche 997.2 PDK Weight Adjustment

Thank you for your letter. The Club Racing Board feels the car is competitive as classed. The factors you present are valid but are accounted for.

6. #26852 (Matt Jensen) Porsche 996/997/997.2/Cayman Rear Tire Allowance

Thank you for your letter. Your proposal is outside of the class philosophy and would complicate rules compliance.

## T3

1. #26871 (Travis Washay) Request to reduce 2004 BMW M3 restrictor vs. weight

Thank you for your letter. This car has recently been given performance enhancements. We need more data on the car. Please bring it to the track.

## T4

1. #26759 (chi ho) 2001-2005 Toyota MR2 ECU

Thank you for your letter. This change is not recommended at this time. Recent changes were recommended for this car. Please refer to letter # 26728.

2. #26874 (Nick Leverone) Request to look at the Rx-8 Power

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

## **Recommended Items**

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

## **GCR**

1. #26520 (SCCA Staff) Request to Remove Reference

In section 6.10.1, please remove reference as follows:

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.

2. #26544 (Staff National) Updating Section 4.5.3 Hazardous Area Credentials

In light of Crew credentials removal, this new language is appropriate.

4.5.3 Hazardous Area Credentials:

SCCA members ~~who are licensed and~~ who are 18 years and older may be issued credentials allowing them access to hazardous areas.

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SCCA members 14 years ~~to 18 years old~~ *to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office* may be issued credentials allowing them access to hazardous areas ~~only if they possess a Minor License issued by the SCCA National Office.~~ *Minor waiver will appear as a license on their membership/license card.* (See AppC.1.4., AppC.2.5., ~~AppC.3.2.~~) Otherwise, they may not enter any area where the hazards exceed those of the general public.

3. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System

In GCR section 9.3.22. FIRE SYSTEM, Add as follows:

All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring.

4. #26595 (SCCA Staff) Request Ride Height Clarification

In GCR Appendix F, add to ride height as follows:

"The distance from level ground to the specified portion of the car, with the tires, wheels, air pressure, etc., as normally raced. *To be measured without driver.*"

5. #26693 (SCCA Staff) Update Section 3 US Majors Tour event types

Recommended the following changes to D.1.a.

a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions are encouraged to utilize these standard formats to retain program consistency.~~

6. #26701 (SCCA Staff) Request to add new safety inspector license under Scrutineering

### **Divisional Safety Inspector License for Prep Shops**

#### **Criteria**

- Divisional Safety Inspector license assigned to an individual employee in the shop
- Can only perform annual inspections
- Divisional Safety Inspector to record every annual issued and send to their DA
- Pass the SFI test
- Review the Annual Inspection Form
- Be trained by a National Scrutineer on how to perform annuals
- Obtain tools required to perform annual safety inspections
- Volunteer to help perform annuals at the track once a year
- Complete Annual Inspection Form log and email to their DA of Tech

#### **Restrictions**

- Will not be allowed to issue New Log Books or inspect/clear damaged cars
- Will not be allowed to work in tech
- DA's and Chief of Techs to perform random spot checks for safety compliance

#### **Request Form** *(there will be a formal document developed from the content below)*

- Where is your Shop Located?
- How many Years in Business?
- What is your Core Business?
- How many customer cars do you prep?
- How many annuals will you perform in a year?
- How many cumulative SCCA races are attended by your shop and customers each year?
- Has anyone in your shop ever been an Inspector?
- Do you meet all the criteria to assign a Divisional Safety Inspector License in your shop?

#### **T1**

1. #25837 (Touring Committee) T1 publish new class philosophy and direction

In GCR section 9.1.9.1, make changes as follows:

T1 new class philosophy

With an emphasis on cost and modification control; starting in 2020 the updated and modernized philosophy below will guide the growth of Touring 1. The purpose of this communication is to give members consideration time and foresight into this shift.

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## 9.1.9.1 TOURING 1 CATEGORY

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements. OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, MUST adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040" over standard bore size. *These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car with the exception of stated allowances on the spec line OR allowances in the category rules. Updating and backdating of any component is specifically not permitted unless the models are listed on the same specification line or the category rules allow an open allowance and you choose to use an OEM part. No unlisted models or factory options are eligible unless the vehicle model is on the spec line. If no specific model or options, option packages are listed on the spec line, the classified car is the base model with no options. These specifications reflect the best information available at the time of publication. Any error found will be updated when reliable specifications from the factory/factory distributor/aftermarket supplier or other sources recognized by SCCA, Inc. In the case of foregoing exceptions, the TCS will hold priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.*

### *T1 Category Purpose and Philosophy:*

*The intent of the T1 category is to allow competition of production-based vehicles, at a moderate (limited prep) to high level (full prep) of preparation and performance allowances, using DOT approved tires. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the US. Alternate cars may be approved on a case by case basis but will be limited to factory-based models. The T1 philosophy is taking a production-based vehicle and applying safety equipment and sensible and widely available performance modifications to create a Limited Preparation spec line. There will be some case by case Full Preparation vehicles permitted in the T1 category, however the T1 category will become almost exclusively a Limited Preparation class over time and Full Preparation vehicles or modifications that are not Limited Preparation in nature will be more appropriate for the GT category and not T1. Cost controls and complexity controls will be strongly considered with car classifications and permissible allowances or modifications. Factory produced race cars will be considered on a case by case basis with a bias toward no additional performance modifications or allowances and classed as Limited Preparation only. Any new vehicle classifications will be classed as Limited Preparation level only. Non-OEM forced induction requests will be considered on a limited case by case basis, however if classified will be restricted to a Limited Preparation level. Permitted allowances will first consider OEM or manufacturer available allowances before aftermarket allowances are considered. The T1 overarching philosophy is to make Limited Preparation vehicles more attractive in T1 than Full Preparation vehicles while controlling cost and complexity.*

*Engine swaps: Will be considered on a case by case basis as cars age or upgrade kits become available. These engine swaps will only be within the same family of manufacturer (Chevy-Chevy, Ford-Ford) and must be the same architecture and layout. Engines may not be bored/stroked unless specifically permitted.*

*T1 car eligibility: Cars are eligible for the class when they appear on a specification line and with the specific allowances permitted. Allowances that are permitted are not mandatory and a vehicle may race without an allowance that is permitted (OEM part) within the T1 rules and limitations. In addition, T2 cars may race in the T1 category – one class above their T2 class if they are in a T2 legal configuration that conforms to the T2 specifications and allowances as classified in T2.*

### Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.

### T4

1. #26728 (Chi Ho) 2001-2005 Toyota MR2 Parts

In T4, Toyota MR-2 Spyder 16V DOHC (01-05), make changes to notes as follows:

~~"The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential unless specified below. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. Eibach 8265.140 springs allowed. Non-OEM limited slip differential allowed +50lb."~~

### Taken Care Of

#### FV

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1. #26837 (Alex Bertolucci) Opposes RE #26674- FV track width rules  
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.
2. #26848 (Derek Harding) FV track width suggestions  
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.
3. #26869 (Graham Loughead) Oppose new FV track width rule  
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.

## GT2

1. #26428 (Shad Huntley) Request to classify Acura NSX  
Thank you for your letter. Please reference letter # 26121.
2. #26713 (Kristofer Olson) NSX in GT2 Follow Up  
Thank you for your letter. Please reference letter # 26121.

## What Do You Think

None.

## RESUMES

1. #26806 (Stan Clayton) Volunteer for Club Racing Board or FSRAC  
Thank you for your résumé. At this time all positions are filled, but your résumé will be kept on file.

## **TECH BULLETIN**

DATE: May 7, 2019

NUMBER: TB 19-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/31/2019 unless otherwise noted.

## **American Sedan**

### AS

1. #25885 (Matthew Long) Request to Revert to 2017 Weights  
In AS, Ford Mustang Incl. Cobra & Cobra R (79-93), change weight as follows:  
~~3250~~ 3150  
Over 313 CID  
~~3550~~ 3450

### B-Spec

None.

## **Formula/Sports Racing**

### ASR

1. #26748 (David Vande Berg) Request mirror size review  
In GCR section 9.1.8.B.13.a, make changes as follows:  
"Mirrors per GCR Section 9.3 Mirrors. Additionally, there shall be at least two (2) mirrors, each with a minimum ~~100~~ 55cm<sup>2</sup> (~~15.5~~ 8.53 in<sup>2</sup>) of reflective surface."

### FA

1. #26691 (Formula/Sports Racing Committee) Adjust Line N restrictor size and minimum weight  
In FA Table 1, Line N, change the weight as follows:  
~~1345~~ 1375"

**FE**

1. #26912 (Robey Clark) FE Anti-Roll Bar Clarification

In GCR section 9.1.1.I.8.f, change as follows:

"Anti-roll bars (sway bars) may be run disconnected, but not removed. One anti-roll bar link may be removed from *the front, rear, or both ends of* the chassis for safety reasons, but no modification of the link or attachments is permitted."

2. #26913 (Robey Clark) FE / FE2 Updated Bubble Tail Rule

In GCR section 9.1.1.I.6, add a new subsection as follows:

*"k. Enterprises bubble tail P/N: WM138014 is allowed for both FE and FE2."*

**FV**

1. #26702 (Darren Brown) Exhaust termination rule E&O

In GCR section 9.1.1.C.5.D.1, make changes as follows:

"Replacement of standard exhaust system with any exhaust system, *provided that the closest part of the opening from which exhaust gases exit terminating is no closer than one (1) inch behind the rearmost part of the body and the farthest part of the opening is no farther than to four (3 4) inches behind the rearmost part of the body.*"

**P1**

1. #26919 (Formula/Sports Racing Committee) Missing word E&O

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

"Anti-intrusion panels *are* allowed anywhere on the sides of the chassis."

2. #26927 (Formula/Sports Racing Committee) E&O correction to GCR 9.1.8.C.C.

E&O correction to GCR

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

"Bodywork shall provide comfort and safety for *a* driver and ~~a~~-passenger or for a driver only."

In GCR section 9.1.8.B.7.b, change as follows:

"Bodywork shall provide comfort and safety for *a* driver and ~~a~~-passenger or for a driver only."

In GCR section 9.1.8.D.7, change as follows:

"Bodywork shall provide comfort and safety for *a* driver and ~~a~~-passenger or for a driver only."

**SRF**

1. #26914 (Robey Clark) New SRF Sectional Nose Rule Addition

In GCR section 9.1.8.E.1.E, add the following:

"NO MODIFICATIONS ALLOWED (except as specified). *The SRF multi-piece nose assembly is approved for use.*"

**GCR**

- #26243 (SCCA Staff) Update Approved Driver Patches 9.3.28  
 In GCR section 9.3.28 Figure 2 and Figure 3, change official patches as follows:

**2019 Road Racing Official Patch Changes**

2018 Standards:

**Figure 2  
 Official SCCA Logo**



Item #3619  
 (4.5 x 2.0 Inches)



Discontinued  
 (4.5 x 2.0 Inches)



Item #3632  
 (3.5 x 1.0 Inches)

NEW 2019 STANDARDS:

**Figure 2  
 Official SCCA Logo**



Item #3618  
 (4.5 x 1.75 Inches)



Item #3619  
 (4.5 x 1.75 Inches)



Item #3632  
 (3.5 x 1.0 Inches)

The 2018 approved SCCA logo patches (Red, white, blue SCCA and SCCA Club Racing) will be permitted until December 31, 2020.

**Figure 3**  
**SCCA Uniform Patch (Right Side Preferred)**



**Grand Touring**  
**GT2**

1. #25185 (Amir Haleem) Request to classify Toyota Supra with 3SGTE engine  
In GT2/ST, classify the Toyota Supra with 3SGTE engine as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Toyota Supra with 3SGTE engine</i>	<i>2.0L</i>	<i>2900 lbs.</i>	<i>43mm TIR</i>	

2. #26121 (Shad Huntley) Request to Classify Acura NSX from T1 to GT2?

In GT2/ST, classify the Acura NSX (All Years), as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
ACURA NSX (All Years)	3.5L w/Turbo	3000 lbs.	43mm TIR	<p>TURBO:Garrett GTX4088R or BorgWarner EFR 8474</p> <p>Driving Ambition Wide body kit #DA-4000-2            Front Nose #DA-4100            Front Lip with splitter #DA-4110            Front Hood #DA-2010            Left Front Fender #DA-4100LF            Right Front Fender #DA-4100RF            Left lower side skirt #DA-4110L            Right Lower side skirt #DA-4110R            Left Rear Fender #DA-4100LR            Right rear Fender #DA-4100RR            Rear trunk/deck lid #DA-1040            Rear Bumper #DA-1030            APR Rear Wing GTC-500</p>

3. #26509 (Don McMillon) Request for TA2 BOP in GT2  
 In Appendix L, GCR section 4.8.3.1, change the weight as follows:  
 "The minimum weight for all TA2 cars is ~~2830~~ 2930 pounds."

**Improved Touring**

None.

**Legends Car**

None.

**Production**

None.

**Spec Miata**

None.

**Strategic Planning**

None.

**Super Production**

None.

**Super Touring**

**STL**

1. #26779 (Jose De Miguel) Request Restrictor Plate correction  
 9.1.4.2 Table A, Acura/Honda B18 (except C engine), make changes to notes as follows:  
 "~~53~~ 54mm flat plate restrictor required."

**STU**

1. #26814 (Patrick Lipsinic) Request to clarify aftermarket side skirts exhaust exit  
 In GCR section 9.1.4.D.6, add as follows:  
 "Aftermarket side skirts may be used provided they meet the minimum ride height rule of 3 inches, have no openings/ducts in them other than for jacking insert(s), *or side exit exhaust*, are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #26872 (Super Touring Committee) Wheel Flare wording

In GCR section 9.1.4.1.A.3.d, make changes as follows

"~~OEM base model body~~ *Each* fender may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. *The flare* must maintain the OEM profile and appearance, seamlessly around the wheel arch. *Material may be added, or removed as necessary to create flare.*"

**Touring**

**T1**

1. #26556 (Touring Committee) Clarify DOT tires touring

In GCR section 9.1.9.2.7.b, T2-T4, make changes to Tires as Follows:

~~"Unless otherwise so noted on a vehicle's TCS line, all cars shall run the tire size as listed for the vehicle in the TCS or an authorized replacement size. When authorized replacement tires are used, the same size tire shall be used on each axle (front tires need not be the same size as rear tires). Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the manufacturer's tire dealer network. The brand of tire and tire pressures are unrestricted. All cars shall run tires with a minimum of a "U" speed rating. *Tires must be DOT certified. The tire size on a vehicle spec line is a maximum unless otherwise noted. Touring spec line tire classification supersedes all other rules.* For size determination, the molded section shall be used."~~

**T2**

1. #26631 (Matt Jensen) 2018+ Audi TT RS Suspension Allowances

In T2, Audi TT RS (2018-), add to notes as follows:

*"Front sway bar 30mm max. Rear sway bar 28mm max. Springs up to 1200lb/in, front and rear allowed. Aftermarket intercooler allowed, part number TBD."*

2. #26882 (Marty Grand) Request BOP adjustment for 2018 Honda Civic Type R-TIR removal

In T2, Honda Civic Type-R (2017-), make changes to weight and notes as follows:

~~"2900~~ *3050"*

HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential 41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster 52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; ~~38mm~~ *50mm* TIR required. Alternate grill Custom Tuning FG-CIV16-V3-TR-BK allowed. Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed.

**T3**

1. #26276 (Laura Bell) Request to properly class base Porsche Cayman

Please class the 09-12 Porsche Cayman in Touring 3.

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Cayman (09-12)</i>	<i>89 x 77.5 (2900)</i>	<i>2415</i>	<i>18 x 9</i>	<i>245</i>	<i>3.50, 2.12, 1.43, 1.09, 0.84, .78, .62</i>	<i>3.88</i>	<i>(F) 286 (R) 276</i>	<i>3150</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed.</i>

#### T4

1. #26085 (Jason Huepenbecker) Request to allow piggy back ECU on 2000 Mazda Protégé

Please make the following changes in T4 as a clarification:

Mazda Protégé ES (2000)

Notes:

May update to MP3 specs. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used cold air intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Header allowed, Front strut tower brace allowed, OBD2 requirement for ECU does not apply. *Secondary ECU tuning device allowed.*

1. #26678 (Josh Smith) Request helper spring as optional

In T4, Mazda MX5/ Club Model (06-15), add to notes as follows:

"MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs#0000-04-HLPR-EB (*optional*), F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498."