

## Recommended Items for 2020

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbcca.com> or [www.clubracingboard.com](http://www.clubracingboard.com). The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

## Recommended Items – December

F

1. #27793 (Club Racing Board) Formula X Rule Set

In GCR, section 9.1.1., create new Formula X Rule Set as follows:

***“Formula X (FX)”***

*A. Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub FB/F1000/FA). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not be constructed to existing class formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula but are not running insufficient numbers to warrant their own class. The class is not intended for unique one-off or prototype open wheel cars which are not widely available; those should be classed in FS. Power, size and weight of cars which are proposed for classification will be considered together with their respective performance. It is recognized at the inception that parity among the various cars that are eligible, or which may be classed, may not exist or be achieved by reasonable means. No car shall be considered for classification until all specifications of the chassis/tub, aero devices and wings, suspension, brakes, body, engine, ECU and all associated components have been submitted to SCCA. The party seeking classification shall be responsible for supplying, at their expense, all necessary technical specifications for the car along with evidence of performance as may be required by the appropriate committees and boards. The petitioning party shall further provide, at their expense, all necessary software, cabling and other peripheral devices required for inspection of electronics and measurement of unique engine and vehicle attributes. Cars classified in Formula X may, at the discretion of SCCA, be subjected to periodic adjustments in performance by and through various means including, but not limited to weight and intake restriction. Cars may be de-classified at any time by SCCA.*

*B. Eligibility - the following cars are approved for competition within Formula X:*

- 1. **Formula Mazda** – Shall comply with GCR 9.1.1.E (2019)*
- 2. **Formula 4** – Shall comply with FIA Formula 4 Technical Regulations (2015)*
- 3. **USF2000** (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)*

*C. Engines – Engines which have been sealed from the manufacturer or builder are subject to full inspection by SCCA stewards and/or technical staff. The competitor shall be responsible for all costs associated with reassembly and re-sealing of the engine.*

*D. Electronics – Each competitor shall have available the necessary cabling to permit inspection of ECU's and required data acquisition devices. Competitors shall make all collected data available to SCCA*

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*upon request at the end of a session or at other reasonable times*

*E. Fuel – Shall be compliant with 9.3.25 and other applicable supplemental rules as may be published by SCCA from time to time.*

*F. Non-Metallic Chassis Construction – Cars which are proposed for classification which feature non-metallic chassis construction must comply with 9.3.35. Certifications must be on file with the SCCA Technical Services Department in advance of the car being classified.*

*G. Restraint Harness – Driver safety harnesses must comply with 9.3.18.*

*H. Fire Suppression Systems - Fire suppression systems must comply with 9.3.22.*

*I. Roll Hoop – Rollover hoops must comply with 9.4.5 unless they are otherwise FIA approved and are clearly designated as such. Certifications for alternative roll hoop designs must be on file with the SCCA Technical Services Department in advance of the car being classified.*

*J. ID Markings - Cars must bear identification and safety markings as provided in 9.3.28 and 9.3.33.”*

### **GCR**

1. #27273 (Greg Amy) Request to clarify windshield clips, OE glass-bonded windshields

In GCR Section 9.3.55, add wording as follows:

“Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional. Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame. *No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).*”

2. #27498 (SCCA Staff) GCR Update Section 3.5 Insurance & App B.1.5.3 Post-event Rep

In GCR section 3.5. INSURANCE, make changes as follows:

“SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. ~~and the Insurance Handbook.~~ *on the SCCA website.*”

In GCR Appendix B.1.5.3 Post-Event Reporting, make changes as follows:

“The organizer is responsible to submit ~~to submit~~ *for submitting* all SCCA required audits and appropriate fees to the National Office within the time limits, as specified in AppB.1.6 and the SCCA Insurance Handbook: *on the sanction application and audit form.*”

3. #27499 (SCCA Staff) GCR Update Section 1.4.1 Required Contents of Supplemental Regs

In Appendix B, GCR section 1.4.1.B, make changes as follows:

“~~The sanction number and type of sanction.~~ *Supplemental Regulations must be updated with the sanction number and sanction type immediately following the issuance of the sanction number.*”

4. #27500 (SCCA Staff) GCR Update Section 3.1.5 Practice Days

In GCR section 3.1.5. Practice Days, make changes and re letter as follows:

~~“A. A Practice Day sanction is valid for 1 day.~~

**B.A.** Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License,

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Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an ~~Alternate~~*Alternative* Drivers' School may participate in SCCA ~~Practice~~ *Days* in accordance with the provisions of AppC.2.7.E.3.

~~G~~*B*. 9.1 identifies the classes of cars eligible to compete in Practice Days.

~~D~~*C*. Officials meet the requirements of 5.1.3.

~~E~~*D*. At a minimum, a Race Director or Chief Steward and Assistant Chief Steward – Safety are required.

~~F~~*E*. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.

~~G~~*F*. Staffing and equipment meet the requirements of 5.4. and 5.5.

~~H~~*G*. Formula cars may be combined with Sports Racing cars but may not be combined with other categories.

~~I~~*H*. A maximum of 25 cars per mile may be on the course simultaneously, with no exception."

### 5. #27501 (SCCA Staff) GCR Update 3.1.3. Drivers' Schools

In GCR section 3.1.3 Drivers Schools, delete as follows:

"C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, ~~PDX~~, Time Trials, Solo and coaching experience to complete their school requirements."

### 6. #27502 (SCCA Staff) GCR Update AppB 1.6 - Race Event Fees

In APPENDIX B, 1.6 RACE EVENT FEES, make changes as follows:

#### ~~A. Sanction Fee~~ *Post-Event Audit*

*Upon the conclusion of Regional race events, a post-event audit form must be submitted to the SCCA National Office within 14 days following the event. Audit forms and fee schedule are available from the SCCA National Office and can be found on the SCCA website*

#### B. Late-Sanction Fee

~~A late fee of 50 percent of the sanction fee shall be charged on all sanctions postmarked after the applicable deadline, unless prior arrangements have been made and approved by the National Office Sanction Administrator.~~ The *appropriate* sanction fees for a Regional *race* event listed on the

~~sanction application~~ *audit form and the fee schedule* must be paid within ~~14~~*28* days of the completion of the event *or late fees may apply.*

#### ~~C. Sanction Fee Refunds~~ *Insurance Fee*

~~There shall be no refunds of Sanction fees unless notice of cancellation is received by the National Office at least 15 days prior to the event.~~ *The appropriate insurance fees for a Regional race event listed on the audit form and the fee schedule must be paid within 28 days of the completion of the event or late fees may apply.*

#### D. Compliance Surcharge

Upon the conclusion of Regional race events, a surcharge for each Spec Racer and Formula Enterprises car that turned a wheel on the course *must be paid within 28 days of the completion of the event.* ~~must be submitted to the SCCA National Office.~~

#### E. Volunteer Fee

~~Upon the conclusion of Regional race events, a~~ *A Volunteer Incentive Fee, as listed on the audit form and the fee schedule, must be paid within 28 days of the completion of the event* ~~must be submitted to the SCCA National Office to support the SCCA volunteer incentive and rewards program. The fee schedule is available from the SCCA National Office, or on the SCCA website.~~

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## F. Insurance Fee

The appropriate premium for Regional race events must be sent to the SCCA for mandatory event insurance coverage within 14 days of the completion of the event. The fee schedule is available from the SCCA National Office, or on the SCCA website.

## G.F. U.S. Majors Tour Assessment

For all U.S. Majors Tour Events, a "per entry" fee will be assessed and must be paid within 14 days of the event. No further sanctions will be issued to a region until this has been paid. This fee includes the following components:

1. Sanction fee
2. Compliance Surcharge
3. Insurance Assessment Fees- The fee schedule is available from the SCCA National Office, or on the SCCA website.
4. Volunteer Incentive Fee - The fee schedule is available from the SCCA National Office, or on the SCCA website.
5. U.S. Majors Tour Assessment"

## 7. #27503 (SCCA Staff) GCR Update AppB 1.3.1 - Applying for an SCCA Sanction

In GCR Appendix B, 1.3.1 Applying for an SCCA Sanction, make changes and re-letter as follows:  
"B. Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit."

## 8. #27744 (Jim Rogaski) SOM COA New First Court

In GCR Section 8.4.5.A.2., add the following:

"The Court may order a rehearing by the original SOM, *or if warranted, request the Chairman of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action.*"

## GT2

### 1. #27373 (Gordon Kinney) GT2 Automatic Transmissions

In GT2 GCR section 9.1.2.F.3, add new section as follows:

*"7. Automatic Transmissions (10 forward speeds max.) are allowed in GT2 with a 100# weight penalty."*

## SR General

### 1. #27794 (Club Racing Board) Prototype X Rule Set

In Sports Racing, GCR section 9.1.8., create new Prototype X Rule Set and re-letter as follows:

#### ***"E. PROTOTYPE X (PX) CLASSIFICATION***

##### ***A. Purpose and Philosophy***

*The intent of the PX category is to allow competition of prototype vehicles that compete in road racing in the United States.*

*The PX class may be subject to periodic balance of performance (BOP) changes. Weights may be adjusted, or cars may be subject to changes in intake restrictors and other areas to meet professional series changes. Cars may be required to carry data acquisition equipment for review of performance. Participants shall make available to SCCA all collected data as may be requested from*

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*time to time.*

## **B. Eligibility**

*Vehicles meeting one of the following criteria may compete in the PX category:*

- *Daytona Prototype Gen #1 (2003-2007):*
  - *Daytona Prototype Gen #2 (2008-2011):*
  - *Daytona Prototype Gen #3 (2012-2016):*
  - *Daytona Prototype International (2017-Present):*
  - *IMSA GTP (1981-1995)*
  - *IMSA Camel Light (1985-1993)*
  - *Le Mans Prototype 1 (1999-2013)*
  - *Le Mans Prototype 2 (1999-Present)*
  - *Le Mans Prototype 3 (2017-Present)*
  - *Le Mans Prototype Challenge (2009-2018)*
  - *World Sports Car (1994-1998)*
- 
- *Other like vehicles as submitted to the CRB for classification on a case by case basis*

## **C. Bodywork**

*1. Standard bodywork must comply with their associated specifications,*

## **D. Aerodynamic Devices**

*1. Aerodynamic devices must comply with their associated specifications.*

## **E. Interiors**

*1. Interiors must comply with their associated specifications.*

## **F. Chassis**

*1. All chassis must comply with their associated specifications.*

## **G. Engine**

*1. Engines specifications are open.*

## **H. Fueling, Piping and Fuel Tanks**

*1. Fueling, piping and fuel tanks must comply with their associated specifications.*

## **I. Exhaust System**

*1. Exhaust systems must comply with their associated specifications.*

## **J. Electrical**

*1. Electrical systems specifications are open.*

## **K. Drivetrain**

*1. Drivetrains specifications are open.*



## **N. Suspension and Steering**

1. *Suspension and steering must comply with their associated specifications.*

## **O. Brakes**

1. *Brakes specifications are open.*

## **P. Tires and Wheels**

1. *Tires must conform to 9.3. Tires.*
2. *Wheels must comply with their associated specifications."*

## **STU**

1. #27733 (SCCA Staff) STU DI turbocharged engine changes

In STU, GCR section 9.1.4.1.H., add DI section and renumber as follows:

*"7. All Direct Injected Turbocharged engines will be limited in preparation. DI Turbo engines must use OEM compression ratios, OEM camshaft lift, and may not port the cylinder head."*

## **T2-T4**

1. #26359 (Touring Committee) Weight adder for pro cages in touring

In GCR section 9.4.E.1, add new section as follows:

"Improved Touring, Spec Miata, B-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. *T2 and T3 only - Up to an additional 6 mounting points may be utilized with a 100# penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall.* Roll cage may not pass through any structural member, including the firewall, except Miata."

2. #27391 (Harley Kaplan) Brake Ducting

In T2, BMW E92 M3 (08-14), add to notes as follows:

*"OEM brake ducts may be used in the factory configuration and may serve no other purpose than the factory intent."*

3. #27440 (Ben Slechta) 350Z Control Arm Part Number Change

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

*"72125 and 72123 are allowed."*

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

*"72125 and 72123 are allowed."*

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

*"72125 and 72123 are allowed."*

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), add to notes as follows:

*"72125 and 72123 are allowed."*

4. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

5. #27607 (Raymond Blethen) Request for Jack points

In T2-T4, GCR section 9.1.9.2.D.8.a.6, add the following:

"Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis or add another attachment point to the roll cage structure. *It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car.*"

### T4

1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang

In T4, Ford Mustang V6 (05-10), add to notes as follows:

"*Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes

In T4, Mazda3 (14-18), add to notes as follows:

"*RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank

In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir

In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:

"*Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ

In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:

"Scion FR-S, *10 series* (13-16)"

## Recommended Items – November

The CRB did not meet in October. There was not a November Fastrack published. All recommended items are updated in the December Fastrack.

## Recommended Items – October

### **F5**

1. #27397 (Scott Thorp) Allow External Jetting Devices on F500 Carbureted Engines

In F500, GCR section 9.1.1.D.14.A, add the following:

"Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted. *External carburetor jetting devices such as Mikuni Power Jet, Thunder PowerJet, Dial-A-Jet, IntelAJet, or other similar devices may be used, provided they are plumbed to the float bowl and body of the carburetor for which they are installed. Cockpit adjustment of external jetting devices is prohibited.*"

### **T1**

1. #26970 (Tim Myers) Request alternative to glass and E/O allowance for the FP350S

In T1-LP, Ford Mustang FP350S (2017), add to notes as follows:

"Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. 60mm flat plate restrictor. *Lexan/poly windshield allowed +25 lbs.* No other modifications permitted."

## Recommended Items – September

### **EP**

1. #27248 (Don Tucker) Request Level 1 suspension weight reduction

In EP, Mazda MX-5 /Miata 1.8L (90-97), change the weight as follows:

"~~2258~~ **2200**"

### **SM**

1. #24462 (Spec Miata Committee) Request SM spec tire change

In SM, change Tires as follows:

"Dry: P205/50ZR15 Hoosier SM7 (name TBD) Required for all cars Regional and Majors competition after 6-1-2020. SM7 and (name TBD) allowed 1-1-2020 thru 6-1-2020."

2. #26976 (Charlie Campbell) Request rear camber options

In SM, GCR section 9.1.7.C.3.u, add a new section as follows:

*"u. On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added."*

### **T2-T4**

1. #27061 (Eric Heinrich) Request for Audi S4/S5 Brakes

In T2, Audi S4 (12-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* B Separate coolant reservoir for the water to air



intercooler permitted. 60mm flat plate restrictor required."

In T2, Audi S5 (13-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted*, Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T3, Audi S4 (12-14), make changes to the notes as follows:

"40mm flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted*, 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

In T3 Audi S5 (13-14), make changes to the notes as follows:

"40mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted*, 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

Note from the CRB: Please run this car prior to making any more requests.

## T3

1. #27113 (Derrick Ambrose) Request for alternate Brake Caliper Bushings 07-13 Mazdaspeed 3

In T3, Mazda Mazdaspeed3 (07-09), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. 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. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

In T3, Mazda Mazdaspeed3 (10-13), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. 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. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

## Recommended Items – August

### GCR

1. #27062 (GCR Committee) Alternate SOM Model

In GCR Section 5.12.1. add new Section C:

**C. Alternate SOM Model**

*"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."*

### **Recommended Items – July**

#### **GCR**

1. #26248 (Bob Clark) Remove mandatory SCCA drivers school for 14/15 year olds

Make the following change to Appendix C.2.6.H:

~~"No 14 or 15 year-old will be allowed to race without having *successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools* subject to the approval of the Divisional Driver Licensing Administrator."~~

2. #26766 (Harley Kaplan) Request Safety tail and brake lights

In GCR section 9.3.31, strike the wording, replace and number as follows:

~~"All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports-Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Race Director or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light ("rain light"), as described above, may be added to cars in all other classes. Lights that function as a strobe lights are not permitted except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light."~~

#### **A. BRAKE LIGHTS**

*All non-Formula cars shall have two operating red brake lights.*

#### **B. RAIN LIGHTS**

*All cars shall be equipped with rain light(s) clearly visible from the rear.*

- 1. Non-Formula and Sports Racing cars shall utilize red tail lights, the rain light described in 9.3.31.B.2 or both.*
- 2. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.*
- 3. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light.*

**C.** Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to

prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

In Appendix F, Technical Glossary, add red tail light as follows:

*"Red Tail Light: A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear."*

### T1

1. #26934 (Dave Mead) Allow Alternate Manufacture Differential Housing for Honda S2000

Effective Jan 1, 2020, In T1, Honda S2000, add to the notes as follows:

*"Alternate Manufacturer OEM differential housing allowed."*

### Recommended Items – June

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.

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.

### 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*

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## *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."*

### Recommended Items - May

None

### Recommended Items - April

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. #26393 (Jim Wheeler) Request tubular rear control arms

In GCR section 9.1.6.4.d.5, make changes as follows:

~~"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.~~ *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly."*

### GCR

#### 1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant

In GCR APPENDIX A. 20.Participant, make changes as follows: ~~Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement.~~ *"A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area."*

#### 2. #26475 (SCCA Staff) Add language to 7.2 Disqualification penalty section

In GCR section 7.2.H, add as follows: "An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, *including points, participation and race start credit*, in the competition or event are automatically forfeited."





**SCCA**  
Sports Car Club of America

## Recommended Rules Changes (December 2019)

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### IT General

1. #26506 (Bruce Bettinger) Request for SM into ITA RULE CHANGE  
In ITS, Mazda MX-5 / Miata (99-00), add to notes as follows:

*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*

In ITS, Mazda MX-5 / Miata (01-05), add to notes as follows:

*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*

In ITA, Mazda MX-5 / Miata (90-93), add to notes as follows:

*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*

In ITA, Mazda MX-5 / Miata (94-97), add to notes as follows:

*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*

### STU

1. #26422 (Super Touring Committee) Recommend 6 Piston Calipers for 2020

In GCR section 9.1.4.1.E.2, add as follows:

"Calipers- The standard production calipers or any 4-piston or fewer calipers may be used. *6 piston calipers may be used with a 1% weight penalty.*"

2. #26423 (Super Touring Committee) Recommend changing the number of forward gears

In GCR section 9.1.4.1.C.2, add as follows:

"Transmission and ratios are free. Forward gears are limited to 6 speeds. *Cars equipped with automatic transmissions using a torque converter are limited to 8 forward speeds.* Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%."

### Recommended Items – March

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).

### Strategic

1. #25516 (Raymond Blethen IV) Request to Change Runoffs Eligibility Cutoff Committee Recommends.

Change second paragraph of GCR 3.7.4.A.1.a to read as follows: ...A driver may substitute two Regional-sanctioned weekends for one of his three Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1 of that year and a date not less than *two* ~~three~~ weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

### STU

1. #25782 (DAVID MEAD) Request for removal of class fillers in STU

In STU, remove vehicles from 9.1.4.1 table B as follows:

Note from the Club Racing Board:

Cars can enter under the IT allowances.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Chevrolet Camaro	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
<del>Ford Mustang</del>	<del>4000</del>	<del>3300</del>	<del>Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.</del>