Recommended Items for 2016

The following is a summary of proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2016, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

American Sedan

1. #17874 - (December Fastrack - Philip Smith) Reduce Dog Box Weight
Thank you for your request. Testing and data gathered throughout the 2015 season show that, due to the wide stock gear ratios, the benefit of the dog box is minimal and the appropriate penalty weight should be 50 lbs. Although the dog box may show reduced maintenance costs, it should not show a performance advantage at the 50 lb. penalty.

Change 9.1.6.D.3.a.1.a.: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a~~n 80~~ *50* lb. weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #18208 - (December Fastrack - American Sedan Committee) VIN Requirement for Restricted Preparation AS cars
Add 9.1.6.C.2.a.: *a. Restricted Preparation American Sedan cars must provide their Vehicle Identification Number (VIN), upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.*

B-Spec

None.

Formula/Sports Racer

None.

GCR

1. #16946 - (December Fastrack - Club Racing Board) Transmission Short Shift Kit
Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

9.3.49. TRANSMISSION SHORT SHIFT KITS
Transmission short shift kits are allowed on all cars unless restricted by individual class rules.

Add to Appendix F. Technical Glossary:

Transmission Short Shift Kit - A mechanical modification or replacement of shift lever or shift linkage parts to modify the throw of the shifter. It does not change the pattern from its original.

2. #17613- (December Fastrack - John Bauer) Change the Scale Certification Time Period
Thank you for your suggestion. Change 5.9.4.C.1: 1. On-site certification by a commercial scale service within ~~90 days~~ *one calendar year* prior to the event, OR

Grand Touring
GT2
1. #16385 - (December Fastrack - James Goughary) Option for SIR Restricted GT2 Cars
Thank you for your letter. Add to 9.1.2.F.4.L GT2 Rules Concerning alternate weights and SIRs:

2. Traditional GT2 cars that currently run an SIR may add 1.0 mm with an additional 100 lbs. added to the base weight before any percentage adjustments for options such as sequential gearbox/IRS etc.

The CRB thanks the following authors for their comments on this WDYT:
16385 Goughary, 16807 Myer, 16878 Nazario, 16986 Lentz

GT2/ST
1. #17968 - (December Fastrack - Amir Haleem) Allow Ridox Body Kit for 1993-1998 Toyota Supra
Thank you for your letter. Add parts as listed to specification line Notes:

Front Bumper - RDT0-001
Side Skirt - RDT0-002
Front Fenders - RDT0-006
Front Splitter - RDT0-007
Rear Fenders - RDT0-009
Front Fender Panel - RDT0-013

Improved Touring
None.

Production
FP
1. #17875 - (December Fastrack - Kolin Aspegren) Move EP Neon to FP
Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:
Weight: "20~~00, 2050, 2100~~ *2200, 2255, 2310*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450".*"

Dodge Neon (95-99) DOHC:

Weight: "~~2000, 2050, 2100~~ *2250, 2306, 2363*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450".*"

Dodge Neon ACR (01-02) SOHC:

Weight: "~~2000, 2050, 2100~~ *2275, 2332, 2389*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450".*"

The CRB thanks the following authors for their feedback on this topic: #17876 (Greg Anthony), #17880 (Tim Myers), #17882 (Darryl Pritchett), #17896 (James Wetter), #17898 (Joseph Leonard), #17928 (Mark Andy), #17992 (Christopher Childs), #18185 (Eric Sernau).

Prd
1. #18029 - (December Fastrack - Christopher Childs) 2.3 Mustang 79-93
Thank you for your letter. Reclassify this car to FP. All specifications will be the same except weight which will be *2200, 2255 and 2310*, compression ratio which will be *11.0:1*, and valve lift which will be *.450"*.

Spec Miata
1. #17222 - (December Fastrack - Eric Matoy) 1.6 L SM Intake Air Temperature
Thank you for your request.

The CRB thanks the below authors for their feedback on this topic:
David Dewhurst (17432, 17593, and 17727), Dave Wheeler (17548 and 17690), Charles Singletary (17557), Michael Babcock (17568), Jerry Rigoli (17571), Justin Casey (17596), Dennis Mathias (17689), Taylor Ferranti (17691), Tom Scheifler (17693), Steve Scheifler (17693), Jim Morris (17694 and 17734), Jim Drago (17695), Will Schrader (17697), Gary Bockman(17702), Andrew Devoto (17706), Tom Fowler (17716), Callum Hay (17720), Charles Mathes (17722), Dennis Mathias (17728), Mark McCallister (17729), Patrick McFall, Sr. (17736), Mike Higgins (17739), Alan Cross (17742), Manny Platis (17742), Richard Powers (17751), Geoff Cochran (17787), Andrew Cremins (17948), Tom Fowler (17967).

In order to establish parity for the 1.6L engines, the CRB recommends:

Change 9.1.7.C.1.m.1:1. The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used. *1.6L (1990-1993): The exhaust manifold internal factory welds may be ground from the interior of the OEM exhaust manifold up to 1" from the mounting surfaces of the cylinder head and the collector. A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.*

All other years: The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Change 9.1.7.C.1.k.1.a.:a. 1.6L *(1990-1993)* cars may replace the stock air box with a cone
style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is
permitted., *however, the forward-facing driver's side turn signal indicator may be removed. The stock plastic air tubes between the AFM and the throttle body may be covered or wrapped.*

2. #17569 - (December Fastrack - Cameron Conover) Allow Removal of EVAP Components
Add 9.1.7.C.1.l.2: *2. Fuel filler tube venting may be defeated (loop or block vent lines in trunk).*

3. #17931 (Ralph Provitz) Shifter and Linkage to Be OE
Add 9.1.7.C.2.f.: *f. Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*

Super Touring
ST
1. #18011 - (December Fastrack - Super Touring Committee) Additional Engine Prep Rules
Delete 9.1.4.2.B.7

7. ~~Rotary engines: Alternate rotor seals and springs are permitted.~~

Add to 9.1.4.G Engines

25. Piston rings are free.
26. Rotary engines: Alternate rotor seals and springs are permitted.
27. Engine bearings are free.
28. Engine coatings are free.
29. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

Add to 9.1.4.L Drivetrain
3. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).
4. Drivetrain coatings are free.

STL
1. #16326 - (December Fastrack - Christopher Blough) Add Valve Lift Exception to ST
Add 9.1.4.2.B.4.a: 4. Compression ratio is limited to 11.0:1.

a. In those cases where the stock compression ratio of an engine is greater than allowed above, stock compression ratio may be used. 1.5% shall be added to the engine base weight for every 0.50 of additional compression ratio (e.g., 11.01:1-11.50:1=+1.5%, 11.51:1-12.00:1=+3%). Competitor must provide proof of stock compression ratio being greater than 11.0:1 in order to utilize this allowance.

Add 9.1.4.2.B.5.a.: 5. Valve lift is limited to .425 inch for 4 or more valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.

a. In those cases where the stock valve lift of an engine is greater than allowed above, stock camshafts may be used. 0.5% shall be added to the engine base weight for every .025 inch of additional valve lift (e.g., .426-.450=+.5%, .451-.475=+1%). Competitor must provide proof of stock valve lift being greater than allowed above in order to utilize this allowance.

Add 9.1.4.1.B.5.a: 5. Compression on Spark-Ignition engines is limited to 12.0:1, Compression Ratio on compression ignition engines is unrestricted.

a. On Spark-Ignition engines, in those cases where the stock compression ratio is greater than allowed above, stock compression ratio may be used. 1.8% shall be added to the engine base weight for every 0.50 point of additional compression ratio (e.g.., 12.01:1-12.50:1=+1.8%, 12.51:1-13.00:1=+3.6%). Competitor must provide proof of stock compression ratio being greater than 12.0:1 in order to utilize this allowance.

STU

1. #16949 - (December Fastrack - Eric Heinrich) Oil Storage Tank
Remove 9.1.4.1.B.8 and .9 in their entirety and re-number appropriately.

~~8. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.~~

~~9. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids.~~

~~10~~*8*. Clutch and pressure plate is free. Carbon clutch components are prohibited.

2. #17135 (Chris Jurkiewicz) Change Weight Multiplier for Normally Aspirated Cars

Change 9.1.4.1.H.1: 1. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the ~~factory~~ *stock* displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc). ~~Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%.~~

Add before 9.1.4.1.H.2, after weight table:

2. Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%.
3. Engines 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%
4. Engines 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%

Renumber subsequent sections appropriately.

3. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis
Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only; contact the Club Racing Technical Office for details. *Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).*

4. #17560 - (December Fastrack - Peter Federlin) Clarification to STU Single Turbo ruling
Thank you for your request. Letter #17261 (September 2015 Fastrack Minutes) was approved by the Board of Directors in their October 2015 meeting effective 1/1/2016. Please add the below to the turbo list in the already approved letter:

Add to 9.1.4.1.H.3:

Garrett GT2254R, p/n 471171-3

4. #17919 - (December Fastrack - Super Touring Committee) Adjust S/C Pulley Size on Lotus
Change 9.1.4.1

Table B

Lotus Elise SC/Lotus Exige SC / 1796 / 2200 / Stock supercharger pulley and injectors *required* ~~permitted at 2200lbs.~~

/2400/ Minimum *3.1"* supercharger pulley, stock ~~OEM~~ camshaft *required*, open injectors *allowed* ~~at 2400 lbs~~

Touring
T1

1. #17517 - (December Fastrack - Amir Haleem) Toyota Supra Turbo Bodywork Allowance
T1: Add to Toyota Supra notes:

Shine Auto Project: Front bumper (p/n: JZA80-FB-R), Front splitter (p/n: JZA80-FD-R), Sideskirts (p/n: JZA80-SS-R), Front Fenders (p/n: JZA80-FFND-R), Rear fenders (p/n: JZA80-RFND-R) are permitted.

T2
1. #18276 - (December Fastrack - Club Racing Board) 2016 SMG Rules
The proposed changes for SMG in 2016 can be found at:
http://www.scca.com/pages/cars-and-rules.

T2-T4
1. #16944 - (December Fastrack - Dave Wheeler) Allow Mazdaspeed Hardtop in Place of OEM Hardtop on 2006
Add to notes for T4 Mazda MX-5 / Club Model (06-14): *Mazdaspeed MX-5 Roof permitted #0000-07-5901 with +20lb increase to base weight.*

2. #17854 - (December Fastrack - John Buttermore) Allow Removal/Modification of Inner Fender Liners
Thank you for your letter. Add to 9.1.9.D.8.5: *Non-metallic inner fender liners may be removed.*

T4
1. #17708 - (December Fastrack - Anthony Cuthbert) Front Sway Bar for Fiat 500 Abarth
Thank you for your request. Add to the specification line notes: *Front sway bar up to 25mm allowed.*

2. #17929 - (December Fastrack - Derrick Ambrose) Alternate Mirror for the 2014+ Mazda 3
Thank you for your request. Add model year for Mazda 3: *2014*-2015. Add to Notes: *Any year OEM Mazda 3 mirrors allowed.*

3. #17938 - (December Fastrack - Derrick Ambrose) 2014+ Mazda 3 Request
Remove from Notes for 2015 Mazda 3:

~~Eibach 5557.140, 5557.320. OR Mazdaspeed suspension# (part TBA).~~

Add to Notes for 2015 Mazda 3: *Any spring up to 500lb front and 800lb rear springs may be used.*

4. #18179 - (December Fastrack - David Mead) FRS/BRZ Rear Upper Shock Mounts
T4 Add to specification line Notes:

Subaru BRZ (2013-)
Raceseng, part # raceseng-ft86-r-shock-top permitted.

Scion FR-S (2013-)
Raceseng, part # raceseng-ft86-r-shock-top permitted.

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Recommended Items for 2015
The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 5/1/2015.

FC
1. #15933 – (February Fastrack – Formula/Sports Racing Committee) Zetec engine
Thank you for your letter. The CRB recommends specification updates and allowances for rebuilds for the Zetec engine in FC. These changes are available at: http://scca.cdn.racersites.com/prod/assets/gcr%209%201%201%20B%2016%20amended%20v14-12-17d1.pdf. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

ASR, P1, and P2
1. #15693 – (February Fastrack – David Ferguson) Opposed to Shock Rule
Thank you for your letter. Add *9.1.8.A.2:*
In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, in ASR, P1, P2 any fluid dampers are allowed with the following restrictions:

1. Dampers must be manually adjustable only.
2. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.
3. Electro/Magnetic shock fluid is prohibited
4. Shocks may not be electronically interconnected, however data acquisition is permissible as long as it serves no other purpose.

The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

P2
1. #13718 – (February Fastrack – Jay Ivey) Camshaft for YAC
Thank you for your letter. The CRB recommends allowing the Kent Cam# CW14 Lift:.430" duration, 316 degrees to be used in the YAC engines with mechanical tappets in the P2 class. The YAC with this cam must use a 38mm venturi restrictor. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

In the P2 engine table, line G; in the "Notes" column add:

Kent Cam# CW14 Lift: .430" duration, 316 degrees with mechanical tappets allowed with a 38mm venturi restrictor.

2. #13719 – (February Fastrack -- Jay Ivey) 2.0L YAC and 2.0L Pinto Bore Size
Thank you for your letter. In the P2 class, the CRB recommends allowing the maximum bore size for the 2.0L YAC and 2.0L Pinto engines to be +.040 over STD for a maximum bore size of 3.620". This allows for rebuilds and to extend the life of the engine blocks. The CRB recommends that the Board of Directors approve this change to be effective 5/1/2015.

In line E of the P2 engine table in the "notes" column add:
Maximum bore size of 3.620 allowed for Pinto

In line G of the P2 engine table in the "notes" column add:
Maximum bore size of 3.620 allowed

GCR
1. #16221 – (February Fastrack – Club Racing Board) Recommended Portion of Letter #15269
Thank you for your request. Change 6.5.2.C.1: 1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line *by more than half a car width*, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7. The CRB recommends the Board of Directors approve this rule change to be effective 5/1/12015.

2. #16402 – (March Fastrack – Club Racing Board) Additional GCR changes Required By Letter #16221

Change 6.5.3.C.2: 2. Well bunched ~~and in line~~; and

Change 6.5.4.A: A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line *more than half a car width*, or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.

The CRB recommends the Board of Directors approve this rule change to be effective 5/1/2015.

Recommended Items for 2015
The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 6/1/2015.

P2

1. #16220—(March Fastrack – David Arken) P2 Spec Line Cars

In section 9.1.8.A.C.1.M, change the language as follows:

M. SPEC LINE CARS

The intent of Table 1 *(Spec Line Cars)* is to accommodate existing cars previously homologated as DSR or CSR, *Radicals and similar series cars,* and not ~~requiring~~ *require* expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components ~~not~~ listed in the spec lines (e.g. wings ~~not~~ listed in the spec line). ~~but further development to spec line columns (e.g. Wheelbase/Track and Notes) must be compliant with the P2 rules.~~

For individual cars included in any of the spec lines in Table 1; any deviation from spec line *and column requirements*, ~~further development~~, *(e.g. Wheelbase/Track)* requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.

In P2 Table 1, spec line cars, change the spec lines as follows:

	Table 1 (Spec Line Cars)				
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	

AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
		Stock Engine 1300lb 1005 < 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	42.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
Radical Club Sport, Pro-Sport, PR-6		Stock Engine 1000lb 1005cc	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted.
		Stock Engine 1300lb 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Bobsy	*TBD*	*Stock Engine 950lb 1005cc max*	*P2 Engine Table B.1*	*37mm*	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in~~
			P2 Engine Table B.2	*Not required*	
			P2 Engine Table B.3	*39mm*	

		Modified Engine 1025lb 1005cc max	*P2 Engine Table B.1*	*38mm*	~~section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	*Not required*	
			P2 Engine Table B.3	*40mm*	
Diaso D962		1005cc max	Motorcycle only P2 Engine Table		Body, front splitter and wing either original OEM or P2 compliant
Jondal	94/54	Stock Engine 950lb	2 cycle P2 Engine Table		Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. Must meet engine/weight requirements per the latest 2 stroke engine table. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.*
		Modified 1025lb			

2. #16270—(March Fastrack – Club Racing Board) P2 Engine Rule Update
In section 9.1.8.D.L, change the language as follows:

L. ENGINE

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the P2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA. The SCCA may at its option gather/ request additional data.

a. *Stock Engine Preparation allowances. Any modifications or adjustments not specifically listed are not allowed on stock engines.*

1. Internal dimensions and materials of the engine shall be stock. (Fasteners such as rod bolts are free).
2. Bolt-on covers and ports external to the engine may be modified or replaced.
3. Camshaft timing may be adjusted but the camshafts must remain stock. *Timing gears and cam drive tensioning mechanisms may be modified or substituted as long as they serve no other purpose.*
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.
7. Exhaust system is free. EGR and/or air pumps may be removed or disabled.
8. Inlet System: Any manifold(s) and single or individual throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.
10. Exterior machining for mounting of the engine or accessories is permitted, however the intake or exhaust port faces shall not be modified.
11. Spark plugs, engine sensors and any associated brackets or covers are free.
12. *Crankcase ventilation is free as long as it serves no other purpose.*
13. *Engine rebuilds such as regrinding the crankshaft and sleeving the block must meet specifications in the factory service manual; no overbore is permitted.*

~~a~~.*b*. Automotive based:

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*

~~2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).~~

~~3. Camshaft timing may be adjusted but the camshafts must remain stock4. Oil systems are free.~~

~~5. Cooling systems are free.~~

~~6. Turbo charging and supercharging are prohibited.~~

~~7. Exhaust system is free.~~

~~8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.~~

~~9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.~~

~~10.~~*3.* Any one piece flywheel with a minimum weight of 5lbs is permitted.

~~11. Crankcase ventilation is free as long as it serves no other purpose.~~

~~b.~~*c.* Motorcycle (four stroke) based: ~~Any modifications or adjustments not specifically listed are not allowed on stock engines.~~

1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.

2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*

~~2. Camshaft timing may be 3. Oil systems are free.~~

~~4. Cooling systems are free.~~

~~5. Turbo charging or supercharging is not allowed.~~

~~6. Exhaust system is free.~~

~~7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)~~

~~8.~~ *3.* Titanium valves may be substituted with stainless steel of the same diameter.

~~c.~~***d.*** Two Stroke Engine: 2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.

GCR

1. #15828 – (March Fastrack – Matt Miskoe) Minimum Driver Age

Thank you for your request. In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

2. #16110 – (March Fastrack – Christopher Childs) Blueprint Definition
Thank you for your request. Add a new section "e." to Appendix F., under "Blueprinting": *e. Any edges resulting from authorized machining processes may be deburred up to .040".*

Recommended Items for 2016
The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 1/1/2016.

GCR
1. #15576 – (March Fastrack – Terry Ozment) Drones at Track
The CRB endorses the recommendation, and suggests the following language be appended to the GCR as new Section 1.5.: *1.5. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.*

Touring
T4
1. #16287 – (March Fastrack – Anthony Cuthbert) Rear Sway Bar Upgrade for 500 Abarth
Thank you for your request. For the Fiat Abarth 500, add to the Notes in the specification line: *Front strut tower brace allowed. Rear swaybar up to 25 mm allowed.*

TABLED Item for 2016
The following subject was TABLED by the Board of Directors in their February 2015 meeting for review at SCCA.

GCR
1. #14612 – (February Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review
Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 5/1/2015.

Change 8.1.4.: 8.1.4*5*. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any

condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: *8.1.4 Compliance Review*
A member may request a determination on the compliance of their vehicle or its components, to the current GCR, through the Club Racing Department.

A. Upon receiving a request, the staff will review the request and will consult with the CRB and other appropriate resources to provide a response to the member.

B. If Club Racing cannot make a determination, the member will be directed to submit a letter through the crbscca.com system.

C. Club Racing will notify the CRB of the letter number and the CRB will expedite review and provide clarification of the applicable rule(s) as may be appropriate.

D. A fee for the service is $100. A portion of the fee may be refunded at the discretion of Club Racing.

E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually and there is no guarantee of compliance beyond the current rules season.

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Recommended Items for 2015
The following subjects were approved by the Board of Directors in their May 2015 meeting. These items will be effective 6/1/2015.

1. #14612 (May Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review
Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

Change 8.1.4.: 8.1.4*5*. Protests
Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: 8.1.4 Compliance Review

A member may request a determination on the compliance of their vehicle or its components by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.

A. The staff will review the request and must consult with the CRB and other appropriate experts.

B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.

C. Club Racing and the CRB will review the expert's opinion. If required, the CRB may initiate a clarification of the applicable rule(s). Club Racing will then submit a written ruling to the applicant.

D. A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually, and there is no guarantee of compliance beyond the current rules season.

2. #15576 (May Fastrack – Terry Ozment) Drones at the Track
Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.* The CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

Recommended Items for 2016
The following subjects were approved by the Board of Directors in their May 2015 meeting. These items will be effective 1/1/2016.

Improved Touring
IT
1. #15424 (April Fastrack – Earl Richards) Clarify IT Rule on Heater Component Removal
Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ *Climate control systems* may be removed in whole or in part.

Change 9.1.3.D.3.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core ~~shall not~~ *may* be removed.

Spec Miata
SM

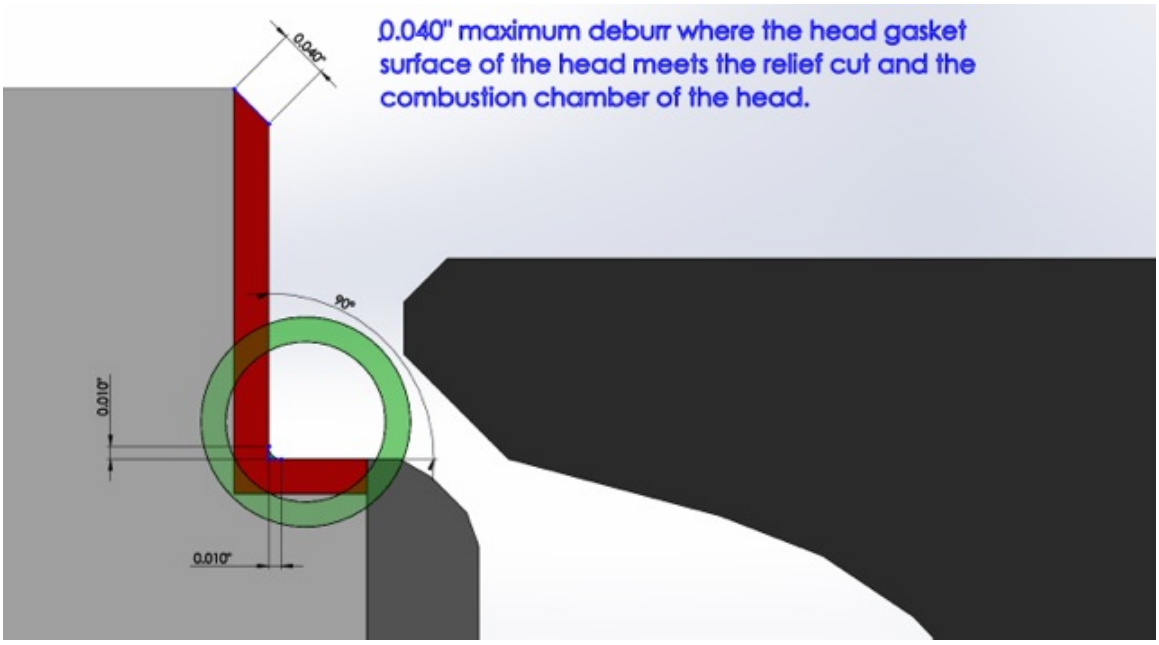
1. #16475 (Aril Fastrack – Ralph Provitz) Minimum Cylinder Head Thickness
Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1:
~~5.245~~ *5.235* inches.

2. #16783 (May Fastrack – Club Racing Board) Update to 9.1.7.C.1.a.1.f.5
Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. ~~Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide centerline to chamber edge:~~

UPDATE: 5/20/2015, Due to member input, the Club Racing Board recommends changes to this letter. ".040" changed to ".010" on the bottom of the relief cut. Drawing published on scca.com 4/24/15 has been removed. New drawing is attached..

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010". There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this cut (except where it intersects the head gasket surface, which may be de-burred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:*



Touring
T4
1. #16712 (May Fastrack – Touring Committee) Allow Aftermarket Wheels Pontiac Solstice
In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), ~~original wheels,~~ and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.

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The Board of Directors, in their October 2015 meeting has returned the below item to the CRB agenda for additional research and wording.

GCR
1. #16946 (June Fastrack – Club Racing Board) Transmission Short Shift Kit
Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

9.3.49. *TRANSMISSION SHORT SHIFT KITS*
Transmission short shift kits are allowed on all cars.

Add to Appendix F. Technical Glossary:

Transmission Short Shift Kit - A mechanical modification or replacement of a part or parts to modify the throw of the shifter. It must not change the pattern from its original.

Recommended Items for 2016

The following subjects were approved by the Board of Directors in their October 2015 meeting. These items will be effective 1/1/2016.

B-Spec

B-Spec

1. #16450 (September Fastrack – Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Thank you for your request. Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

Formula/Sports Racer

FF

1. #17493 (September Fastrack – Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

a. Material must be metal.

b. Diameter shall be thirteen (13) inches.

c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

d. All measurements shall be taken between the beads.

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

Dries:

Front-Hoosier Radial 43322 185/60R13

Rear-Hoosier Radial 43327 205/60R13

Wets:

Front-Hoosier Radial 44421 185/60R13

Rear-Hoosier Radial 44426 205/60R13

FM

1. #17907 (November Fastrack - Club Racing Board) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda. **This letter was approved by the Board of Directors in their October 2015 meeting, effective 1/1/2016.**

Change 9.1.1.E.14:

14. Tires and Wheels

A. Formula Mazda Tire Specification -
1. Dry Tire - Goodyear 470 Compound Tire
Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound
Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound
2. Rain Tires - open

~~A.~~ *B.* A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to *(eg. on the false grid),* during, or immediately after *(eg. as the car leaves the track)* after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

C. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

D. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

~~B.~~ *E.* If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

~~C.~~ *F.* Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are other-wise compliant.

~~F.~~ *G.* Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

~~D.~~ *H.* Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

~~E.~~ *I.* All cars shall run BBS (8” x 13”) front and (10” x 13”) rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-1*0*4) *are* permitted.

P2
1. #17098 (September Fastrack - John Lisk) Clarification of P2 Section J, Para.4 and Section M
Thank you for your letter.
Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed ***except as allowed by Table 1 Spec Line Cars***. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car ***except as allowed by Table 1 Spec Line Cars***. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. ~~Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.~~

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
Radical SR-3 SR-4		**Stock Engine 1000lb 1005cc max**		**37.5mm**	**Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted.** *Assisted shifting permitted*
		Stock Engine 1300lb 1005 < 1370 cc max		**40.5mm**	
Radical SR-3 Radical Cup		**1500lb**	**Sealed Radical Cup engine and transmission**	*Unrestricted*	**Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted.** *Assisted shifting permitted*
Radical Club Sport, Pro- Sport, PR-6		**Stock Engine 1000lb 1005cc**		**37.5mm**	**Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted.** *Assisted shifting*

					permitted

SRF3

1. #17444 (September Fastrack – SCCA Enterprises) 2016 SRF and SRF3 Tires

NOTE: This letter was formally approved by the BOD 8/12/15 effective 1/1/16.

Thank you for your letter. The CRB supports the following changes to the SRF and SRF3 tire rules for the 2016 racing year:

Change 9.1.8.E.X.f.: f. Tires

~~Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554~~
~~Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7X13", Model D2626.~~

Dry: Front – Hoosier P/N 46340 P185/60ZR13, Rear – Hoosier P/N 46350 P205/60ZR13 SRF
Wet: Front – Hoosier P/N 46100 P185/60R13 H20, Rear – Hoosier P/N 46105 205/60R13 H20

2015 tires allowed for Non-Majors events until 6/1/2016:
Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554
Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7X13", Model D2626.

2. #17630 (October Fastrack - Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler

The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

Change 9.1.8.E.2.J. EXHAUST
Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

~~For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required.~~ *Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.*

GCR

1. #16791 (August Fastrack – Jim Wheeler) New Specialty: Race Data Technician

Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

5.11.5. Race Data Technicians
Data Technicians are optional Officials whose duties include:

A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.

B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.

C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

2. #16998 (October Fastrack - SCCA Staff) Race Starter-Finisher-Points Clarification
Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records. A ~~finisher~~ *starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A.~~ *6.10.2*.

6.10.TIMING LINE; STARTERS, ~~FINISHERS~~ *AWARDING OF POINTS*, AND WINNERS

6.10.2 Race Starter
One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

6.10.3. ~~Race Finisher~~ *Awarding of Points*

4. #17146 (October Fastrack - Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

12. Competition A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event".~~

13. Event An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction".~~

16. Sanction The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single

sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event".~~

Grand Touring
GT1
1. #17272 (August Fastrack – Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers
Change 9.1.2.D.8.k.1:

k. Spoilers
1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ *five* (~~2.0~~ *5.0*) inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the ~~2~~5.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

Improved Touring
1. #16164 (September Fastrack – Matt Miskoe) Addition of Jack Points to Improved Touring Cars
Thank you for your request.

Add 9.1.3.D.8.l*: l. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

ITC
1. #17137 (September – Will Perry) 1984-1987 Honda CRX Plastic Body Panels
Thank you for your request. Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited.~~In those circumstances where s~~*Stock trim/molding pieces* ~~are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~ *may be replaced with parts of alternate material provided they have the same dimensions as stock.*

Production
None.

Spec Miata
SM

1. #16474 (September Fastrack – Ralph Provitz) Driver Seating Position
Thank you for your request. Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

2. #16519 (September Fastrack – Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan
Thank you for your request. Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

3. #16480 (October Fastrack - Kyle Webb) Taping of Grill
Change 9.1.7.C.1.o.2 and .5:
2. Any radiator *(and mounting brackets)* may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. *The f*~~F~~an shroud ~~and brackets~~ may be modified for installation.

5. A radiator screen of ~~1/4~~ *.125* inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. Tape ~~and/or other materials~~ may ~~not~~ be applied to the mesh ~~or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator~~.

Super Touring
ST

1. #16858 (June Fastrack – Christopher Jurkiewicz) Driver Cooling NACA Duct Location
Thank you for your letter. The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

2. #17028 (September Fastrack – Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper
Thank you for your request. Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.

3. #17492 (October Fastrack - Eric Thompson) Variable Intake Runners
In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable ~~length~~ *geometry* intake manifolds may be partially, or wholly, *removed or* disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

STU
1. #17261 (September Fastrack – Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU
Thank you for your suggestion. Insert 9.1.4.1.H.3. and re-number all subsequent:
3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:

- KKK/Borg-Warner K04
- IHI VF30

Additional alternate turbos with similar specifications may be considered at a future date.

Touring
T1
1. #16997 (September Fastrack – Marc Hoover) Mazdaspeed Miata Alternate Throttle Body
Thank you for your request. For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (September Fastrack – Scotty B. White) One Last Look at Viper(s) for 2015
In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ *3475*
Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ *3400*
Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ 3600

T2
1. #16389 (June Fastrack – Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss
Thank you for your request. In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

2. #17389 (October Fastrack - CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)
Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

Bore and Stroke: 102.4 x 100.6 8300

Wheels 18x10 (F) 19x13 (R)

Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package

Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50
Final drive 3.07

Brakes (F&R) 355 Disc

Weight 3600

Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with

one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed:, Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.

T3

1. #16493 (September Fastrack – David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers
99-04 Mustang GT/Bullit
Add to Notes:

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