

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | November 3, 2015

The Club Racing Board met by teleconference on November 3, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **FM**

1. #18222 (Moses Smith) FM Track Records Reset

Thank you for your suggestion. The SCCA will request that Timing and Scoring officials in all regions remove old FM track records and to establish new ones in 2016.

#### **FV**

1. #17575 (Guy Bellingham) Valve Adjuster Screws

Thank you for your letter. Alternative adjuster screws, like a ball socket type, offer no performance advantage. They are easier to use and, therefore in this application, considered a fastener covered under sub section 10, Non Standard Parts.

#### **P1**

1. #17760 (Bill Crowley) P1 Rules Clarification

Thank you for your letter. Group CN cars are eligible to compete in the P1 class in the Group CN-compliant bodywork configuration in which they were manufactured. The P1 bodywork rules are intended to ensure that single-seat cars maintain the appearance of sports prototype racing cars.

#### **GCR**

1. #17897 (Lans Stout) Runoffs Format

Thank you for your suggestion. The CRB has shared this proposal with the Board of Directors Planning Committee.

2. #17913 (Rob May) Approve Recaro P1300 GT for Use With Sliders

Thank you for your letter. Any seat/slider combination assembly currently certified by the FIA is approved.

#### **GT3**

1. #17805 (Jared Still) Why Not an SCCA Sanctioned iRacing Series?

Thank you for your suggestion. The CRB has forwarded your idea to the SCCA staff.

#### **EP**

1. #17792 (Wayne Hussey) Aftermarket Fuel Injectors - Unrestricted As to Size

Thank you for your letter. Aftermarket fuel injectors may be used and the rules do not limit their capacity.

#### **FP**

1. #17717 (Jared Cromas) Participation

Thank you for your letter. Based on the rule adopted earlier this year, IT cars may compete in the production classes for which those IT cars are listed, using the IT preparation rules.

#### **SM**

1. #18025 (Kyle Webb) Not in Favor of Changing Tire Size

Thank you for your letter. The CRB has no plans to change the specification on tire size.

2. #18090 (Sean Hedrick) Delete the Redundant Lubrication Language

Thank you for your letter. The rule is adequate as written.

#### **STU**

1. #17679 (Alan Leshner) Supports Removal of Twin Turbo Cars

Thank you for your letter.

#### **T1**

1. #15294 (Bill Capogeannis) Weight INCREASE to Solstice/Sky for Competitiveness

The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17559 (Alan Kossof) Porsche 996/997 Needs Immediate Change for Runoffs - Gear Ratios  
No action required.

3. #17705 (Preston Calvert) Proposed Weight Changes for the Viper  
Thank you for your letter. The CRB appreciates the time you took to write the letter.

#### **T2-T4**

1. #13214 (J. Robert Henderson) Classify Hyundai Genesis Coupe  
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #18180 (David Mead) Clarification of OE Aero Allowances  
Thank you for your letter. The rule is properly written. If no specific model or options are listed on a car's specification line, the classified car shall be the base model with no options. Unless listed on the specification line, no models or factory options are eligible.

#### **T3**

1. #16152 (Derek Kulach) Classification of 2014-2015 Kia Optima  
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17879 (Eric Heinrich) Umm, What Happened to T3?  
Thank you for your letter. The CRB is looking at T3 to determine how to increase participation.

#### **T4**

1. #17485 (Matt Downing) Allow Aftermarket Wheels for T4 Pontiac Solstice  
Thank you for your letter. Please see the response to letter #16712, May 2015 Fastrack Minutes. This change has been approved by the Board of Directors for implementation 1/1/16.

2. #17513 (Anthony Cuthbert) Allow Alternate Wheel Size for Fiat 500 Abarth  
Thank you for your request. A 17x7 maximum wheel size is allowed. Your 16x6.5 is already a permitted wheel size.

3. #17624 (Ralph Porter) Letter # 17243  
Thank you for your request. Camber plates are already permitted for T4.

#### **Not Recommended**

##### **AS**

1. #17701 (Cheyne Daggett) 2011-14 Mustang GT - RP  
Thank you for your request. The CRB believes no weight change is required for this car.

2. #17703 (Cheyne Daggett) Alt Transmission for 2011-14 Mustang GT RP  
Thank you for your request. The CRB has offered suggestions for shifter changes to solve the author's shifting issues and does not recommend allowing alternate transmissions for Restricted Preparation American Sedan cars.

3. #17902 (Cheyne Daggett) Lexan Windshields  
Thank you for your request. The CRB has no plans to approve Lexan style windshields for American Sedan.

##### **FV**

1. #17822 (Bruce Fuchiwaki) Rear view monitors  
Thank you for your letter. Back-up video monitors or any other type of video device are not recommended in place of rear view mirrors. Mirrors are required per GCR 9.3.35.

##### **P1**

1. #17732 (Ralph Provitz) P1-P2 Weight Allowance/Adjustment for Smaller Wheel Widths  
Thank you for your letter. The CRB does not recommend this change. P1 and P2 are new classes and, where possible, SCCA data boxes will be used to monitor performance. Competitors are encouraged to assist by requesting the SCCA data boxes be at a specific Majors event where they have arranged for a class specific volunteer group to install and remove the data boxes. Over time it is planned for the newly created Data Specialty to take on this role and responsibility.

2. #17918 (Garrett Kletjian) Addition of 1150cc Motorcycle Engine to the Table at 1050 lbs  
Thank you for your letter. At this time the CRB does not recommend adding a new specification line to the P1 Engine Table for the engine configuration requested. Please see the response to Letter #18024, Technical Bulletin for changes.

## **GCR**

### 1. #17844 (Greg Amy) Please Clarify/Codify PUY

Thank you for your letter. The current rules are adequate as written when applied appropriately. The CRB believes this would be a good training item for the Stewards Program.

### 2. #17953 (Dave Gran) Revision in the Protest Procedures for Driver Misconduct

Thank you for your letter. The proposal recommends that a protest could be filed as late as 5 days after an event. This would create a logistical nightmare attempting to gather information after all evidence pertaining to the protest would have left the event.

## **GT2**

### 1. #17710 (David Seuss) Clarify the GCR Regarding Porsche Cup 3.8L Engines

Thank you for your letter. The 997 is classified in GT1 because it exceeds GT2 performance perimeters.

### 2. #17891 (Richard Smith) GT2 Rule Change

Thank you for your letter. This car is competitive as classified.

## **GT2/ST**

### 1. #17817 (Amir Haleem) Allow OEM ABS Retrofitting

Thank you for your letter. Your request is against the GT2/STO philosophy which does not allow swapping parts between manufacturers.

### 2. #17868 (Craig Anderson) Corvette Competition Adjustment

Thank you for your letter. This car is competitive as classified.

### 3. #17883 (Jorge Nazario) Remove Restrictor or Increase Diameter for LS6 engines

Thank you for your letter. This car is competitive as classified.

## **GT3**

### 1. #17915 (Steven Wright) Disenfranchised GT2 Mazda RX7 Moving to GT3

Thank you for your letter. To run in GT3, you must add 150 lbs. to the GT2 specified weight for this car or convert to full GT3 specifications.

### 2. #17954 (Wolfgang Maike) GT3 Weight Reduction for the Small Bore Piston Engines

Thank you for your letter. The small bore GT3 cars seem to be competitive across a wide range of tracks.

## **LC**

### 1. #16595 (David Parker) 9.1.C.2.b

Thank you for your request. The rule is adequate as written.

## **EP**

### 1. #17713 (Aaron Anselm) Alternative Engine for BMW E30

Thank you for your letter. This request involves an engine change which is contrary to class philosophy and not recommended.

### 2. #17904 (Scott Lunder) Z4 Wheel Size

Thank you for your letter. The stock wheel for the base model is 7" wide. The GCR lists a maximum wheel width of 8". This car, therefore, already has wheels larger than the base model. The GCR is correct and the CRB has no plans to increase this wheel size.

### 3. #18059 (Sam Halkias) Competition Adjustment for Triumph TR6

Thank you for your letter. The requested increase in choke size will provide this car with too great a power increase. With respect to caliper selection, the CRB remains willing to consider any alternative OEM style caliper suggested by the competitor.

### 4. #18110 (Dave Kavitski) Removal of 1994 Mazda Miata Weight Penalty of 75lbs

Based on the performance of this type of Miata during the past three seasons, the CRB believes the weight of this car is appropriate. However the CRB will monitor the performance of this type of Miata based on competition results for 2016.

## **FP**

### 1. #17665 (Curtis Wood) FP Alfa Spider and MGA Displacement Alternative Request

Thank you for your letter. The request involves engine changes for two cars. This is contrary to class philosophy and is not recommended.

### 2. #17964 (Kevin Ruck) Fix OEM valve size specs for FP Integras

Thank you for your letter. The sizes listed are the correct dimensions.

## **HP**

### 1. #18055 (Keith Church) Competition Adjustment

Thank you for your request. With the recent allowance of aftermarket rods for this and other HP cars, the CRB believes the performance of this car should be monitored to determine if other competition adjustments are warranted.

## **Prd**

### 1. #17586 (Mike Ogren) Air Dam Simplify Please..

Thank you for your letter. The rule is appropriate as written and does not impose an inconvenience on competitors.

### 2. #18058 (Keith Church) Cowl Induction

Thank you for your letter. The CRB believes that the wording of the involved rules: 9.1.5.E.9.a.1, 2 and 6 are adequate to address this concern.

## **SM**

### 1. #17301 (Brandon Fetch) Permit Aftermarket Rings

Thank you for your concern. Parts are now available through Mazda.

### 2. #17682 (Ralph Provitz) Hard Top Mounting to Cage

Thank you for your letter. The rules are adequate as written.

### 3. #17935 (Mark Nichols) Raise the Rev Limiter for 94-97 1.8 Cars

Thank you for your request. Modifying the ECU is not in the spirit of the class. The CRB will continue to monitor parity among the various model years.

## **ST**

### 1. #17240 (Chris Jurkiewicz) Weight Adders for OEM Aero Non Compliance

Thank you for your letter. The CRB has no plans to change this.

## **STL**

### 1. #17933 (Buzz Marcus) Weight STL

Thank you for your letter. The CRB will continue to monitor performance.

### 2. #17946 (Marc Crellin) Nissan 200 SE-R

Thank you for your letter. The 2L SR20DE Nissan 200 SE-R must meet all STL specifications, or it can compete meeting all Improved Touring A specifications.

### 3. #17963 (David Lempert) Make RWD More Competitive VS. FWD

Thank you for your letter. The CRB will continue to monitor performance.

## **STU**

### 1. #17267 (Eric Heinrich) Classify Touring 3 Audi S4/S5 in STU

Thank you for your request. The CRB does not recommend this classification at this time. The author plans to gather data and re-submit in the future.

### 2. #17460 (Eric Heinrich) Increase TIR Chart 1mm for Turbos in STU for 2016

Thank you for your request. Based on the performance of turbocharged cars from the 2015 season, the CRB does not recommend changing the TIR chart at this time.

### 3. #17711 (Michele Abbate) Weight Requirement

Thank you for your request. Additional composite body panels are not recommended at this time.

### 4. #18050 (Dale Shoemaker) 1.8L N/A Miata TB and Intake Modification

Thank you for your request. The CRB does not recommend alternate intake manifolds in Super Touring at this time.

## **T1**

### 1. #17696 (Ian Stewart) Increase Performance For S2000

Thank you for your request. The CRB does not recommend this change and suggests looking at GT2 or one of the existing classification allowances for this car already permitted in T1.

### 2. #18036 (Cheyne Daggett) Cars Without ABS Weight Break

Thank you for your request. The CRB does not recommend this change.

## T2

### 1. #18221 (CJ Moses) Evo Adjustments in T2/T3

Thank you for your letter. The Evo is currently classed in T1 with any alternate turbo permitted. There has not been a precedent to change a component such as a turbo. It is against the category specs to do so. If you want to run an alternate turbo, may we suggest T1.

For T3, there has been a recent weight change to increase performance. The power potential for the car (HP/TQ) is on par with the current classifications in the category.

## T2-T4

### 1. #18034 (Lynne Griffiths) SMG to T3?

Thank you for your request. SMG cars have too many modifications that do not fall within T3 rules.

## T3

### 1. #17424 (Chad Gilsinger) Reduce Weight on Acura TL SH-AWD

Thank you for your letter. The car is competitive as classed.

## T4

### 1. #17955 (Don Knowles) Request Competition Adjustment

Thank you for your letter. The CRB will continue to monitor performance.

### 2. #17993 (Christopher Childs) Solstice Exhaust Header

Thank you for your request. The CRB does not recommend this change.

### 3. #18198 (Toby Grahovec) Request for Non Adjustable Shocks/Struts for BMW Z4

Thank you for your letter. The CRB will continue to monitor the performance of the class.

## **Recommended Items for 2016**

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. #17874 (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 an ~~80~~ **50** lb. weight penalty. Any first gear ratio greater than 2.5 is permitted.

### 2. #18208 (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.*

## GCR

### 1. #16946 (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 (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

## **GT2**

1. #16385 (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 (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*

## **FP**

1. #17875 (Kolin Aspegren) Move EP Neon to FP

Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:

Weight: "~~2000, 2050, 2100~~ *2200, 2255, 2310*"

Notes: "Comp. Ratio limited to ~~42.0:1~~ *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 ~~42.0:1~~ *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 ~~42.0:1~~ *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 (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*".

## **SM**

1. #17222 (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 (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.*

## ST

1. #18011 (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 (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 (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 9.1.4.1.2. 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 (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 (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



## T1

1. #17517 (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 (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 (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 (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 (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 (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 (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 (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.*

## Taken Care Of

### AS

1. #17956 (Cheyne Daggett) WDYT - RP 11-14 Mustang Transmission

Thank you for your letter. Please see the response to letter #17703.

2. #18010 (Mark Wheaton) Alternate Transmission for 2011 - 2014 Mustang

Thank you for your letter. Please see the response to letter #17703.

3. #18026 (Ted Warning) WDYT 11 - 14 Mustang GT in Restricted Preparation

Thank you for your letter. Please see the response to letter #17703.

4. #18028 (Christopher Childs) Tremec 6060 for LP Mustang

Thank you for your letter. Please see the response to letter #17703.

### FF

1. #17615 (Garey Guzman) Supports FF Spec Tire

The CRB would like to thank the following authors for their input on the spec tire proposal for FF:

17615 Guzman, 17617 Rice, 17618 Wright, 17619 Duncan, 17620 Roux, 17621 Brumbaugh, 17622 Horan, 17625 Cerveny, 17627 Lee, 17628 Fritz, 17632 Robinson, 17640 Mackey, 17643 Maisey, 17644 Valet, 17647 Lee, 17648 Valet, 17649 Walthew, 17651 Zemke, 17652 Grooms, 17655 Valet, 17657 Brumbaugh, 17658 Reineck, 17659 Sauce, 17662 Davison, 17685

Hendrickson, 17688 Hazelton, 17811 Livingston, 17815 Scanlan, 17858 Livingston Sr. 17972 Erlandson.

2. #18230 (Steve Roux) Increase Minimum Weight to 1110 Pounds  
Thank you for your letter. Please see the response to letter #18229.

#### **P1**

1. #18009 (Chris Young) 1150 Engine at 1050 lbs  
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024 (Technical Bulletin).

2. #18018 (George Dean) P1 Additional Engine Size and Weight  
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024, (Technical Bulletin).

#### **P2**

1. #18212 (Gary Hutchinson) Paddle Shifters  
Thank you for your letter. Factory installed assisted shifting for the Radicals only has been recommended by the CRB. Please see the response to letter #17098 November 2015 Fastrack.

#### **GCR**

1. #17121 (Greg Amy) Letter #16946, Transmission Short Shift Kits  
Thank you for your letter. Please see the response to letter #16946.

2. #17764 (David Gomberg) Response to WDYT #16154  
Thank you for your letter. The CRB agrees with you that Sports Racer and Formula classes should be excluded from this potential rule change.

3. #18027 (Christopher Childs) Short Shifter  
Thank you for your letter. Please see the response to letter #16946.

#### **EP**

1. #17908 (Rick Harris) Equality in E Production  
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

2. #17932 (Darryl Pritchett) Porsche 944 S2 Competition Adjustment  
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

#### **STL**

1. #16418 (Bobby Beyer) Engine Allowance  
Thank you for your letter. Please see the response to letter #16326.

2. #16614 (Christopher Blough) Response to WDYT #16326 Add Valve Lift Exception to ST  
Thank you for your letter. Please see the response to letter #16326.

3. #16719 (Eric Heinrich) Allow 2015 Honda Fit in STL  
Thank you for your letter. Please see the response to letter #16326.

4. #16733 (Adam Jabaay) Remove Toyota 2zz Engine Compression Exemption  
Thank you for your letter. Please see the response to letter #16326.

5. #16829 (Brad McCall) Response to Letter #16326  
Thank you for your letter. Please see the response to letter #16326.

6. #17724 (Bobby Beyer) Please Allow Toyota Atkinson Cycle Engines  
Thank you for your letter. Please see the response to letter #16326.

#### **STU**

1. #16309 (Michele Abbate) Car Classing  
Thank you for your letter. Please see the response to letter #16326.

#### **T2-T4**

1. #18100 (David Ray) Spec Mustang in Touring Classes  
Thank you for your letter. Please see the response to letter #18034.

2. #18122 (Mitch Marvosh) Consider Moving SMG to T3  
Thank you for your letter. Please see the response to letter #18034.

### **T3**

1. #17906 (Matt Slavens) Allow Spece46 Cars in T3  
Thank you for your letter. Please see the response to letter #17979.

2. #18128 (Donald Van Nortwick) Consider Allowing SMG to Run in T3  
Thank you for your letter. Please see the response to letter #18034.

3. #18135 (Darrell Anderson) Consider Allowing Spec Mustang to Move to T3  
Thank you for your letter. Please see the response to letter #18034.

4. #18136 (Sean Wheeler) Proposal to Move SMG/T2 Spec Cars to T3  
Thank you for your letter. Please see the response to letter #18034.

### **T4**

1. #17707 (Anthony Cuthbert) Smaller Standard OEM wheels for 2012+ Fiat 500 Abarth  
Thank you for your letter. This is already permitted. Please see the response to letter #17513.

2. #17802 (Tim Wise) Slow the Honda Civic Si SIGNIFICANTLY  
Thank you for your letter. Please see the response to letter #17989.

### **What Do You Think**

#### **FV**

1. #17504 (James Phoenix) Supports Spec Tire  
The CRB has received a large number of letters on spec tires in FV however, with all of the different opinions there is no clear consensus on what the class wants. The CRB recommends a formal survey through the Club Racing Department to get a better understanding of what the class desires.

The CRB thanks the following letter writers for their input:

17504 Phoenix, 17505 Bowman, 17507 Pastore, 17508 Meyer, 17510 Galuardi, 17519 Hinkle, 17520 McCarthy, 17523 Kittell, 17524 Henley, 17525 Pitman, 17527 Maloney, 17528 Roche, 17531 Posner, 17532 Meyer, 17533 Styczynski, 17535 Kujat, 17536 Madrid, 17537 Meyer, 17538 Isley, 17539 Davis, 17540 Posner, 17541 Tatum, 17542 Swinehart, 17543 Bruns, 17544 Satterly, 17545 Rehm, 17546 Bacon, 17547 Metcalf, 17549 Edwards, 17550 Blarrik, 17552 Thompson, 17553 Rice, 17564 Kleinklaus, 17565 Farnham, 17573 Davis, 17574 Clark, 17576 Thalheimer, 17578 Sullivan 17579 Dennis, 17582 Fuchs, 17583 Spadin, 17585 Cheamitru, 17587 Landon, 17591 Bass, 17602 Saslow, 17637 Stalvey, 17687 Schuler and 17709 Yaccarino.

#### **GCR**

1. #18099 (Todd Butler) Spec Tire Contingencies - What Do You Think  
The SCCA supports the concept of spec tire designations for specific classes to reduce costs to competitors where feasible (example single make, similar chassis, SCCA Enterprises etc). Historically, contractually obligating a tire vendor to pay tire contingencies adds \$5-7/per tire for all competitors. The SCCA is considering a general policy in the interest of keeping cost to the majority of class competitors lower, that when/if a spec tire is declared for a class SCCA will not require contingencies as part of the tire contract. This principal should apply to spec tire contracts going forward, recognizing that there are current contracts in place which may not adhere to this principal.

Please send your comments in support or against requiring contingencies when a spec tire is declared for a class through the CRB letter system at [crbscca.com](http://crbscca.com).

#### **SM**

### **What Do You Think**

#### **SM**

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone  
The CRB is seeking member input on the proposal below. Please provide feedback on [crbscca.com](http://crbscca.com).

1. 1990-1993 cars with the 1.6L engine may be updated to 1994-1997 cars (the source vehicle) with the 1.8L engine, provided:

a. Cars updated in this manner shall be re-classified to the model year corresponding to the source vehicle dash VIN plate.

b. A new log book shall be issued using the source vehicle dash VIN along with the source vehicle model year.

c. This updated car must conform to all rules governing the source vehicle's model year, including, but not limited to updating the following: complete engine assembly (from airbox to downpipe), ECU, wiring harness (in its entirety), dash including VIN plate, brakes, and differential.

2. #17843 (Jim Drago) Compliance Program

The CRB is seeking member input about the possibility of re-establishing a compliance fee on Spec Miata entries in 2016. Please comment on the following to [crbscca.com](http://crbscca.com)

Establishment of a Spec Miata compliance fee:

1. Should a compliance fee be established? Yes or No
2. If Yes, should fee be charged at both Majors and Regionals and be used for compliance checks at all events?"
3. Should fee be charged at Majors only, and be used for compliance checks at Majors only?
4. Majors only - What fee would be appropriate?
5. Majors and Regionals - What fee for Majors and what fee for Regionals?

Use of funds:

1. Should part of the fund be used to compensate competitors for extended tech teardowns if they are found compliant?
2. Should fee be used to increase frequency of tech at more events?
3. Should a sealed motor program be instituted and funded by the fees?
4. Who should administer the program?

**RESUMES**

1. #17590 (Alex Krugman) Resume Submission - Alex Krugman

Thank you for submitting your resume. It will be kept on file for future consideration.

# CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2015

NUMBER: TB 15-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #18209 (American Sedan Committee) Combine 04-05 and 06-07 Cadillac Specification Lines

In AS, combine the (04-05) and (06-07) Cadillac spec lines as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder  Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	LS6 275 Tire: 3470, 295 Tire: 3520  LS2 275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8</i> . <i>LS6 engine: Compression Ratio, 10.7:1max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</i>  <i>LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</i>  <i>Either engine may be used in any car in this specification line, at the appropriate weight.</i>

### B-Spec

1. #17076 (Brian Kelm) Rear Axle Stiffener/Sway Bar for Ford Fiesta B Spec

In B-Spec, Ford Fiesta, add the following to notes:

*"Rear axle bushing #000-04-2203-RR allowed."*

2. #17136 (Lee Niffenegger) 2015 Honda Fit VTS Update  
 In B-Spec, Classify the 2015 Honda Fit as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Honda Fit (2015)</i>	<i>73.0 x 89.55 1499</i>	<i>2530</i>	<i>3.46, 1.87, 1.235, 0.95, 0.81, 0.73</i>	<i>4.63</i>	<i>(F) 10.3 (R) 7.9 drum</i>	<i>2575</i>	<i>32mm Flat Plate Restrictor. Damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 5 1 4 0 2 F C 4 Y A 0 0 , Spring spacer FR 5 1 4 0 3 F C 4 Y A 0 0 , Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR &amp; RR Brake 0 1 4 6 4 F 2 3 S A 8 1 0 , Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80</i>

3. #17234 (Chi Ho) Sonic B-spec Restrictor  
 In B-Spec, Chevrolet Sonic (2012), change the restrictor size in the notes as follows:

*“33 mm ~~36 mm~~ flat plate restrictor required.”*

4. #17478 (Derrick Ambrose) Allow Open ECUs  
 In GCR section 9.1.10.E.37., make the following changes:

*“ECU/PCM: OEM ECU/PCMs is required. ~~Manufactures may provide an approved ECU/PCM re-flash for off non road use.~~ Alternate engine calibrations are allowed. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector. Manufacturers may provide a stability control override procedure or module. ”*

5. #18301 (Lee Niffenegger) 2009-2013 Honda Fit FR Damper Mount  
 In B-Spec, Honda Fit (09-12), add language to the notes as follows:

*“Front Damper Mount P/N 51920-F23S-A30 is allowed.”*

6. #18359 (B-Spec Committee) Update Mini spec lines with part numbers  
 In B-Spec, add the following to the notes:

Mini Cooper (07-10)

*“Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”*

Mini Cooper (2011-)

*“Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”*

## Formula/Sports Racing

### F5

1. #17826 (James Weida) Restrictor change  
In F500, make the following changes:

Honda CBR600RR (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor  
Suzuki GSXR600 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor  
Yamaha R6 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor

Note: the CRB is forming an ad hoc committee made up of active F5 competitors to work on parity between the multiple engines allowed in the class along with other issues that have been mentioned this year.

### FF

1. #18109 (Brandon Dixon) Please Include the F1600 Pro Series Tire Numbers  
In GCR section 9.1.1.B.10.e., add the F1600 Pro Series tire as follows:

Dries:

Front-Hoosier Radial 43322 *or* **43321** 185/60R13  
Rear-Hoosier Radial 43327 *or* **43326** 205/60R13

2. #18229 (Steve Bamford) Spec Tire Weight Increase

In GCR section 9.1.1.B.20, adjust weight as follows:

Ford Cortina Engine: ~~4050~~ **1060** lbs.

Ford Kent and Honda Fit Engines: ~~4400~~ **1110** lbs.

### P1

1. #18024 (David Locke) Adjust Minimum Weights for 1355cc and Unrestricted 1455cc Lines

In P1 Engine Table, Spec Line E, change the minimum weight as follows: ~~4425~~ **1075**.

In P1 Engine Table, Spec Line F, change the minimum weight as follows: ~~4225~~ **1175**.

### P2

1. #18035 (Jay Novak) Errors in P2 Engine Table

In the P2 Engine Table, Spec Line B.4, correct the minimum weight as follows: ~~4300~~ **1100**.

In the P2 Engine Table, Spec Line B.5, correct the minimum weight as follows: ~~4300~~ **1200**.

### GCR

None.

### Grand Touring

None.

### Improved Touring

None.

### Production

#### EP

1. #17246 (Zach Arnold) Classify the 01-05 BMW E46 330i

In EP, classify the BMW E46 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW E46 328i (2001-2006)</i>	<i>2</i>	<i>2775</i> <i>* 2844</i> <i>**</i> <i>2912</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x3.31"</i>	<i>170.37</i> <i>c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.30"</i> <i>(E) 1.20"</i>	<i>Fuel injection</i>	<i>107.3"</i>	<i>61.2"/62.7"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW E46 328i (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.79" vented (R) 12.60" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

2. #18005 (Darryl Pritchett) GCR Mistake on Porsche 944S2/Needs Correction

In EP, Porsche 944S2 (89-91), change the valve sizes as follows:

Porsche 944S2 (89-91) (I) 4.52" *1.46"* (E) 4.48" *1.30"*

## HP

1. #17816 (JOHN Kish) ADD 2011-15 FORD FIESTA TO HP

In HP, Ford Fiesta (12-13), add the following model years:

Ford Fiesta (~~12-13~~ *11-15*)

## Spec Miata

1. #17818 (Ralph Provitz) Throttle Body/Restrictor Gaskets

In GCR Section 9.1.7.C.1.k.1.d., add the following language:

"...and must not be modified. *An OE (or equivalent) gasket shall be used on both sides of the restrictor plate.*"

2. #17821 (Jim Drago) Compression and Carbon

In GCR section 9.1.7.C.1., remove section j. (compression ratio table) and re-letter the following sections.

In SM spec line, add "*(without carbon)*" to the Bore x Stroke column.

## Super Touring

### ST

1. #17673 (Michael Holland) Clarify Intake Rule

In GCR section 9.1.4.G.3.21., remove the following redundant language:

~~"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free."~~

Note: section 9.1.4.G.1.e allowance applies only to situations where the vehicle is using an allowed alternate engine. Otherwise, per 9.1.4.A, the stock intake system must be used.

### STU

1. #17823 (Greg Amy) Basic Scrutineering Measurement for FRS SC Kit

In STU, Table B, Subaru BRZ/ Scion FRS, add to the notes as follows:

"Jackson Racing S/C Kit, part # 000-07-300 *and 2130-07-R01 SC Pulley, 110mm, FR-S/BRZ* permitted."

## Touring

### T1

1. #17735 (Steven Pounds) BMW E92 M3 Clarification

In T1, BMW M3 E92 (08-09), make the following changes:

Add model years: (08 - ~~09~~ *13*).

Add to chassis notes: "*Factory DCT transmission allowed.*"

2. #18132 (Cheyne Daggett) Ford Mustang Coyote/Boss Aftermarket K-Member

In T1, make changes as follows:

Ford Mustang/Ford Mustang Challenge/ Thunderbird,

Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford Mustang/ Thunderbird ("Cobra Jet" engine),

Delete from chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford 5.0L "Cammer",

Add to Chassis Notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird (pushrod),

Delete from Engine Notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"

Add to Chassis Notes: "*Aftermarket K members are permitted.*"



Ford Mustang/ Thunderbird (Boss 302 & Coyote),  
Delete from Engine Notes: "~~OEM independent rear suspension is permitted.~~"  
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,  
Delete engine notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"  
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,  
Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

3. #18176 (david mead) Allow all T1 Cars Above 2800 lbs to Flare Fenders  
In GCR section 9.1.9.1.A.1., add the following language:

"OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts *provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile.* The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified."

## **T2**

1. #17307 (Peter Lewis) Z/28 Aero Package Unavailable  
In T2, Chevrolet Camaro SS 1LE (10-14), add to notes:  
"*ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13.*"

2. #18062 (Harley Kaplan) Upright Modification Request  
In T2, BMW E92 M3 (08-14), add to the notes as follows:  
"*Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount.*"

## **T2-T4**

1. #18192 (Michael West) Error in T4 Spec Line  
In T4, Honda Civic Si (14-15), change the wheel size as follows:  
18 x 7 ~~7~~ **7.5**

2. #18228 (James Leithauser) Sunroof Panel Language  
In GCR section 9.1.9.2.D.8.a.4.a., add the following language:

"Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. *The glass sunroof may be replaced with a metal panel and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color.*"

## **T3**

1. #17653 (Mazda Motorsports) 2016 MX-5 Cup car classification request for T3  
In T3, classify 2016 Mazda MX-5 Global Cup as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Global Cup Miata (2016)</i>	<i>2000</i>	<i>90.9</i>	<i>NA</i>	<i>17 x 7</i>	<i>205/45/17</i>	<i>5.087, 2.035, 2.035, 1.594, 1.286, 1.00</i>	<i>2.866</i>	<i>280mm Front Vented 280mm Rear Solid</i>	<i>2370</i>	<i>Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix.</i>

2. #17808 (Robert Van Epps) BMW 330i Sway Bar

In T3, BMW 330i/Ci (01-03), make the following changes to the notes:

~~"Racing Dynamics sway bar set (24mm & 21mm bars (one each)) is permitted.~~ *27mm F max, 24mm R max sway bars are permitted."*

3. #17809 (Robert Van Epps) BMW 330i/Ci

In T3, BMW 330i/Ci (01-03), make the following change:

~~(01-03~~ *06)*

4. #17979 (Charles Hurley) Add SpecE46 to T3

In T3, classify the SpecE46 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW SpecE46</i>								<i>2900</i>	<i>Must conform to all SpecE46 rules in Appendix N.</i>

Add a new Appendix N to the GCR for SpecE46:

<http://www.scca.com/downloads/10024-spec-e46-rules-and-regulations-10-5-15/download>

In section 15.6, unstrike as follows:

~~6. Toyo RR or RA1 size 235/40-17 must be used.~~

5. #17995 (Christopher Childs) Mitsubishi Evo Weight Reduction / Restrictor Reduction

In T3, Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06), change the weight as follows:

~~3400~~ *3300*

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

~~3600~~ *3500*

6. #18246 (Touring Committee) Classify T3: 2016 Mazda MX5 Miata

In T3, classify 2016 Mazda MX-5 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Miata (2016)</i>	<i>2000</i>	<i>2309</i>	<i>NA</i>	<i>17 x 7</i>	<i>245</i>	<i>5.09, 2.99, 2.04, 1.59, 1.29, 1.00</i>	<i>2.87</i>	<i>280mm Front Vented 280mm Rear Solid</i>	<i>2520</i>	<i>Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted.</i>

**T4**

1. #17983 (Touring Committee) Track Measurements and Alternate Wheels  
In T4, remove the Track specification column.

2. #18245 (Touring Committee) Classify T4 2016 Mazda MX5 Miata  
In T4, classify the 2016 Mazda MX-5 as follows: see attachment

T4	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
	<i>2000</i>	<i>2309</i>	<i>NA</i>	<i>16 x 6.5</i>	<i>215</i>	<i>5.09, 2.99, 2.04, 1.59, 1.29, 1.00</i>	<i>2.87</i>	<i>280mm</i>	<i>2650</i>	<i>Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation.</i>

# COURT OF APPEALS

**Judgment of the Court of Appeals**  
**Mark Johnston vs. SOM**  
**COA Ref. No 15-06-NE**  
**October 15, 2015**

## **FACTS IN BRIEF**

At the Summit Point Raceway MARRS 8 event on September 7, 2015, Assistant Chief Steward, Steve Pence, submitted a Request for Action (RFA) requesting that the Stewards of the Meeting (SOM) investigate contact at Turn 4 between ITA cars #17, driven by Mark Johnston, and #82, driven by Ted York. The SOM: Matias Bonnier, Jim Harrison (SIT), Jim Shoemaker, and Sara Snider, Chairman, heard testimony, viewed evidence and reviewed witness statements. The SOM found that Mr. Johnston (#17) violated GCR 6.11.1. (Rules of the Road) and penalized Mr. Johnston with a three (3) event probation. Three (3) automatic penalty points were assessed against Mr. Johnston's competition license. Mr. Johnston appealed the decision of the SOM.

## **DATES OF THE COURT**

The Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Spencer Gorham, Chairman, met on October 8 and 15, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Mark Johnston, dated Sept. 15, 2015.
2. Official Observer's Report and related documents, received Sept. 21, 2015.
3. In-car video from Car #18.

## **FINDINGS**

The COA determines there is sufficient evidence to support the ruling by the SOM that Mr. Johnston (#17) violated GCR 6.11.1. during the qualifying session. Mr. Johnston's witness statement showed that he left the racing surface off driver's right. After recovering control he reentered the racing surface at a slower speed. He noticed a faster car (#18) passing him on his left. He continued to move to the left into the path of car #82 that was following car #18. The car-to-car contact occurred on the left half of the racing surface. The contact could be plainly seen in the video from car #18. Mr. Johnston did not allow racing room to car #82 and initiated the contact between the two cars.

Mr. Johnston asserted that car #18 was guilty of GCR 6.11.D (overtaking drivers responsibility to pass safely). The COA sees no merit in this argument.

Mr. Johnston also claimed that procedural irregularities occurred during the SOM hearing. The COA determines that the SOM conducted a fair and equitable hearing.

## **DECISION**

The COA upholds the decision of the SOM in its entirety. Mr. Johnston's appeal is well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | November 11, 2015

### Participants:

BOD: Brian McCarthy, Lee Hill

EP: Heyward Wagner

DTTC: Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory

### Reports:

- Heyward Wagner initiated a program to identify representatives from each SCCA Division who would then be included in the DTTC informational flow. Communication of all TT information to all the SCCA Divisions whether they have an active TT program or not is felt to be an important part of growing the SCCA TT Program.

### Ongoing Business:

- Medical Requirements for a TT license can be met by completing the Applicant's medical history. A Doctor's examination is not necessary unless there are extenuating medical conditions. These new requirements are reflected in the TT License application instructions.
- The TTAC reorganization will become effective in January 2016. Thus this committee formerly known as the TTAC will henceforth be known as the Divisional Time Trials Committee (DTTC).

### New Business:

- The 2016 Time Trials Rules Driver's Information for PDX/CT and TT/HC were reviewed and approved for submittal to the BOD. The vote was unanimous. The TTR updates reflected the Snell 2015 helmet requirements and retaining the Snell 2000 helmets due to the unavailability of the Snell 2015 rated helmets.
- A discussion was begun to review the roll bar requirements for Time Trials. Currently, the roll bar requirements more closely follow those of SOLO than of Club Racing.
- DTTC will begin to address the development of National Car Classifications exclusively for Time Trials.