

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 6, 2016

The Club Racing Board met by teleconference on December 6, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### **Member Advisory**

#### **Prod**

1. #21035 (Production Committee) Request for Resumes for New Production Committee Members

The Production Advisory Committee is seeking new members. Please submit resumes through the CRB letter system at crbscca.com.

### **No Action Required**

#### **P2**

1. #20727 (David O'Leary) Restrictors for 1000CC Engines

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

2. #20764 (George Dean) Proposed Restrictor Size Changes

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

3. #20777 (Craig Farr) #20671 (Formula/Sports Racing Committee) Competition Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

4. #20804 (Jeff Shafer) P2 Rules Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

5. #20805 (Sherman Chao) Reducing Restrictor Sizes for MC Engine Cars

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

## 6. #20848 (John Gyann) P2 Proposed Changes

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

## GCR

### 1. #20709 (John Nesbitt) Comment on Letter #20155

Thank you for your letter. Consideration was given and the Club wants to emphasize the serious nature of the issue.

### 2. #20754 (Jason Stine) Proposal For Club Racing SWAT Team

Thank you for your thoughts. The CRB fulfills the roles you mention in your letter. Those interested in CRB membership should get experience through an Advisory Committee. If interested, please submit your resume to an Advisory Committee at crbscca.com.

## GT2-ST

### 1. #20601 (Craig Anderson) OEM and Aftermarket ABS

Thank you for your letter. OEM ABS requires no weight penalty. Aftermarket ABS requires a 100 pound weight penalty.

## GTL

### 1. #20649 (Lynette Stalzer) More Balance

Thank you for your feedback. If you have a specific car for which you would like to request a competition adjustment, please submit another letter.

## STL

### 1. #20086 (David Palfenier) Honda vs. Mazda

Thank you for your letter. The CRB has recently made some additional non-USDM engines available for Mazda Competitors. The CRB will continue to monitor performance.

## STU

### 1. #20840 (Edmond Lo) K20Z3 Swap Into an Acura

Thank you for your letter. Per GCR 9.1.4.G.1.a (p597 Nov GCR), you can install the Honda K20Z3 into your Integra Type R. Your base minimum weight is determined by the displacement of the installed engine; in the case of the K20Z3 in the Integra it would be the 2L displacement weight.

## T1

### 1. #20393 (David Mead) Clarification on Porting Allowance

Thank you for your inquiry. Per 9.1.9.1 Engine Rule 23 and 25 are clear as written.

## T2

### 1. #20707 (Ron Randolph) T2 GCR as It Applies to the 2008 Porsche Cayman 3.4L

Thank you for your letter. The weight for this car is correct. Worth noting, ballast is not required for this car. Meeting minimum weight is required on the specification line and weight can be installed anywhere. A Lexan front windshield is not permitted in T2-T4. Also, the

competitor is advised he can race this car in T1, as configured for the other organization mentioned in his letter.

## **T2-T4**

### 1. #20858 (Oscar Jackson) Camber Rule?

Thank you for your letter. The rule is adequate as written. The camber limits are set such that all T2-T4 cars can achieve maximum camber within the rules and allowances. The CRB will continue to monitor for any camber slip DQs.

## **T3**

### 1. #20666 (Touring Committee) Gilsinger's Thoughts on T3

Thank you for your letter. Recent changes have been made to T3 and the CRB will continue to monitor the class.

## **Not Recommended**

### **F500**

#### 1. #20355 (Jay Novak) 4 Stroke Motorcycle Engines

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

### **FM**

#### 1. #20965 (Larry Howard) Un-Restrict Mufflers and Supertrap Silencer

Thank you for your letter. The CRB does not recommend this change. Please contact the FM manufacturer, Moses Smith Racing, for more information on the muffler.

### **P1**

#### 1. #20591 (Ralph Provitz) Adjustments to Staudacher Cars

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

#### 2. #20607 (Kevin Kloepfer) 34MM Duratec Restrictor

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

#### 3. #20741 (Brian Roberts) Some Revised Engine Rules and Class Structure

Thank you for your letter. The plan submitted has a key component, namely reducing the weight of 1 liter motorcycle-engine cars to 950lbs., which is not in keeping with the original intent of the P1 class. Reducing the weight of the 1 liter cars to 950lbs. is not achievable for most P1 competitors (in those cars) due to cost, construction factors, and weight of the average driver. Additionally, there is no data that supports the position that increasing P1 top speeds and reducing lap times would increase class participation or improve competitiveness within the class. The CRB and FSRAC will continue to monitor competitiveness within the class using all available data, including the AIM Solo data.

#### 4. #20742 (Keith Carter) Requested Rule Change

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

#### 5. #20744 (Gianpaolo Ciancimino) Engine/Weight Adjustments

Thank you for your letter. The CRB does not recommend these changes. Please see the

response to letter #20741.

6. #20745 (Miles Jackson) Some Revised Engine Rules and Class Structure

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

7. #20746 (Jeff Shafer) DP02 Spec Line Updates

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

8. #20748 (Jim Hallman) Revisions to Engine and Weight Rules in P1

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

9. #20749 (Jeff Shafer) Classify the Radical SR8

Thank you for your letter. The CRB does not recommend this change because V-8 engines are outside the P1 class philosophy. Competitors who wish to race the Radical SR8 may compete in the Regional Only ASR class.

10. #20753 (Jeff Shafer) P1 Rule Adjustments

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

11. #20756 (Greg Bell) Recommending Changes to the Engine Table

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

12. #20762 (George Dean) Revised Engine and Weight Rules

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

13. #20763 (George Dean) Allowance for More Competitors

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20749.

14. #20765 (Michael Devins) Updated Engine Table

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

15. #20766 (Richard Cottrill) Weight Changes

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

16. #20779 (Victor Seaber) Elan DP-02 Rules Update

Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

17. #20782 (Jim Devenport) Manifesto for P1

Thank you for your letter. The CRB appreciates your comments and will continue to monitor

class participation and performance.

18. #20784 (Kirk Kindsfater) Suggested Changes to P1 Engine Table/GCR Rules  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

19. #20785 (Alastair McEwan) Elan DP-02 Restrictor and Performance  
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #20641, Technical Bulletin.

20. #20787 (Alastair McEwan) Elan DP-02 Restrictor and Performance  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

21. #20788 (Bob Wheless) Elan DP-02 Rules Update  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

22. #20789 (Bob Wheless) P1 Rules Update  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

23. #20791 (Gary Stevens) Prototype 1 Rules  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

24. #20794 (Naris Nilubol) Suggested Changes to GCR and P1 Engine Table  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

25. #20796 (John Salmon) Elan DP-02  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

26. #20799 (Jim Devenport) Four Rule Change Proposal with Broad Support  
Thank you for your letter. The CRB does not recommend these changes. Please see the responses to letters #20741, #20749, and #20641, Technical Bulletin.

27. #20896 (Jeff Lederman) Proposal for P1 Changes  
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

## **GCR**

1. #20767 (Brad McCall) Allow E85 Fuel

Thank you for your letter. Use of E85 is not compatible with the Club's current dielectric test. It could create a more oxygenated fuel. The Club Technical Department could evaluate under what circumstances E85 could be used and tested within Club procedures.

## **GT1**

1. #20550 (Matthew Mylin) Roll Cage Exception

Thank you for your request. The roll cage rules are adequate as written. All listed requirements should be met.

**GT2**

1. #20370 (Scotty B White) Viper Weight Reduction

Thank you for your letter. The car is correct as classified.

**GT2-ST**

1. #20490 (Kyle Jackson) Compression Chamber Porting

Thank you for your letter. Your request is not within class philosophy.

2. #20520 (Amir Haleem) Allow Front Canards for Toyota Supra

Thank you for your letter. Your request is not within the GT class philosophy at this time. The CRB and GTAC are discussing approval of canards for all cars in GT2 and will soon ask for member input.

**GTL**

1. #20669 (ANTHONY MAC) Body Request

Thank you for your letter. This car was not imported into the US market as a Toyota.

**EP**

1. #20628 (Chuck Baader) Wheel Sizes

Thank you for your letter. At present, any IT car that is also classified in production can race in the applicable production class if the car meets IT specifications for that car. Thus there is no need for the suggested change.

**FP**

1. #20612 (Rick Haynes) FP Lotus Adjustment Request

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

2. #20714 (Tom Thompson) Allow 16 inch Diameter Wheels for 2001-2002 Dodge Neon

Thank you for your letter. This car is currently classed with 15x7 wheels. This is the proper default size based on what the base model Neon came with from the factory. There are a great number of 15x7 wheels on the market. That size does not create brake clearance problems and is appropriate for the weight of the car. Use of a 16" diameter wheel would reduce the number of tire options available to a competitor.

**HP**

1. #20850 (Oscar Jackson) Honda CRX 84-87 Wheel Size Adjustment.

Thank you for your letter. There are a number of manufacturers making the size of wheel specified for this car and a change in wheel size would require other competition adjustments for this car.

**SM**

1. #19991 (David Wheeler) Allow Replacement Drive Shaft U-Joints

Thank you for your letter. SM cars must use a Mazda drive shaft and u-joints. Mazda is working on reducing the price to the racer.

2. #20048 (Spec Miata Committee) Track Width Changes

The rules are adequate as written.

3. #20596 (Tom Sager) Help the 94-97 Miata

Thank you for your letter. Recent rule changes for the 94-97 have been implemented to ensure parity. The CRB will continue to monitor parity for all model years.

4. #20717 (Alberto Goncalves) Additional Weight Reduction Options

Thank you for your letter. All model years can achieve minimum weight with proper preparation. The rules are adequate as written.

## **STL**

1. #20624 (Rich Walke) Weight Adjustments

Thank you for your letter. Please see the response to letter #19903, November Fastrack Minutes. The CRB does not wish to make any further adjustments to the RWD adders at this time and will continue to monitor the class.

2. #20646 (David O'Malley) Aerodynamic Parity In Super Touring

Thank you for your letter. The CRB does not wish to change Super Touring wing regulations at this time.

3. #20860 (Chris Jurkiewicz) Allow Bigger Brake Option for 2595lb+ Cars

Thank you for your letter. Super touring classes are managed through the use of as many common parts of the vehicles as possible. Wheels, Tires, Maximum cam lifts, maximum brake rotor size, etc.

4. #20887 (Blake Meredith) Increase Compression Ratio

Thank you for your letter. The CRB does not wish to allow compression ratios in STL greater than 11:1, except as delivered from the factory.

## **STU**

1. #19678 (Chris Jurkiewicz) Remove Diffuser from Lotus Exige

Thank you for your letter. There is no practical way to ask this model to remove its diffuser.

2. #20374 (Eric Thompson) TIR Scale Calculator vs. Displacement vs. NA vs. Driveline

Thank you for your letter. The CRB does not wish to make changes to the TIR charts at this time. The CRB will continue to monitor the class.

3. #20537 (Jim Drago) MZI Engine in STU

Thank you for your letter. The CRB does not wish to vary displacements for engines in STU with an OEM bore or stroke to meet displacement requirements.

4. #20795 (Peter Federlin) Wheel Size Change

Thank you for your letter. The CRB does not wish to change wheel sizes at this time.

5. #20862 (Chris Jurkiewicz) Allow Bigger Brake Option for 2900lb+ Cars

Thank you for your letter. Please see the response to letter #20860.

## T1

### 1. #20711 (Isaac Preston) T1 Composite Doors

Thank you for your letter. Please see the response to letter #20678, December 2016 Fastrack Minutes.

## Recommended Items for 2017

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).

## F500

### 1. #20704 (Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations

Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

Change 9.1.1.D.9.: 9. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. It is not permitted to duct any air through the downward facing surface of the nose of the car extending to the front axle or through the lower surface of the car between the front and rear axles. *Neither the lower surface of the nose of the car, as defined by and from the downward and rearward turn of the leading surface of the nose from the vertical plane, nor the lower surface of the car extending to the floor of the car at the front axles (as shown in the illustrative drawing) is permitted to turn upward after it reaches the plane of their lowest point.*

## FV

### 1. #19972 (Gary Kittell) Valve Seat Repair/Replacement

Thank you for your letter. With the help of the FV Ad Hoc, the CRB recommends allowing increased O.D. and depth of replacement valve seats to help extend the life of the VW heads. The CRB recommends this rule change to be effective **6/1/2017**.

In GCR section 9.1.1.C.5.D.10. make the following changes in the Seat Dimensions Table:

Intake Max O.D. (inches): ~~1.445~~ **1.495**

Intake Max Depth (inches): ~~0.375~~ **0.395**

Exhaust Max O.D. (inches): ~~1.315~~ **1.365**

Exhaust Max Depth (inches): ~~0.375~~ **0.395**

## GCR

### 1. #20618 (Jim Rogaski) Chief Steward Powers

The CRB recommends this rule be implemented **3/1/2017**.

The Executive Stewards would like to add the ability of probation to the penalty options available to the Chief Steward. This would bring the list of potential penalties in line with the powers of the Race Director at Majors events.

The Executives would like to restrict the length of probation a Chief Steward can assign to a maximum of 3 race weekends. Any longer probation period would be handled through the RFA process and would go to the SOMs for a decision.

Since the Chief Steward probation would be done with a CSA, it was agreed that no driver license points would be assessed. If it was felt that points should be assessed, then the RFA process should be used.

The reasoning is that at times it is necessary to get a driver's attention, but not have to put them through the full blown RFA process of interviews, witnesses, written statements, etc.

Add 5.12.3.C.11: *11. Impose up to a three race weekend probation.*

## **SM**

1. #19597 (Spec Miata Committee) VIN Codes vs. Model Year  
The CRB recommends this rule change be implemented **6/1/2017**.

### Change 9.1.7A: A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition. The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The *original OEM* vehicle identification number (VIN) *stamped on the firewall* shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place, *with the firewall VIN taking precedence.*

~~There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year automobile classified.~~

## **T2**

1. #21108 (Club Racing Board ) SMG Rules for 2017  
The CRB recommends changes to the SMG rules for 2017. The CRB recommends this rule change become effective **3/1/17**.

## **SCCA Spec Mustang (SMG)**

### **Purpose and Intent**

The Spec Mustang class is for the S197 Ford Mustang *GT* built from 2005-2009. The goal of this class is to provide a fast and safe race car that is affordable to build *and maintain with readily available parts and a fully adjustable racing suspension.* ~~when compared to other race cars in its category of performance.~~

~~The Spec Mustang (SMG) includes a spec, fully adjustable racing suspension, and bans the building, balancing and blueprinting of engines.~~

Cars must meet the general regulations of Section 9 of the SCCA General Competition Regulations (GCR) for Touring category cars.

Ford Racing Parts listed may or may not be available *from* under the Ford *Performance* brand since Ford may remove them from the Ford Racing listings without notice. However, ~~THIS DOES NOT MEAN YOU ARE FREE TO FIND A SUITABLE REPLACEMENT ON YOUR OWN.~~ We have listed the manufacturer (for Ford Racing) by any parts where supply or availability may be an issue. You ARE free to order the same part from the manufacturer (i.e. radiator from BE-COOL rather than Ford Racing), as we have listed the same exact part with the manufacturer's part number as an alternative to buying the Ford Racing branded product. If, at any time we lose *there is a loss of supply* of any of these parts, please notify us *SMG* immediately and we will, *so that SMG*, as a group, *can* select an equivalent alternative.

The following items represent the only *approved* modifications and safety items permitted and/or required on Spec Mustangs, *in addition to* other than safety items as required ~~in~~ *by* Section 9 of the GCR. Permitted components or modifications must not perform a prohibited function.

## 1) Eligibility

- Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197)
- Bullitt Option Mustangs and Shelby GT Option Mustangs are ~~allowed~~ *permitted*, but must be brought to spec per the rules and part numbers listed below.

## 2) Specifications

### a) Engine Type:

SOHC 24-valve V-8, aluminum block and heads, port fuel injection  
Displacement: 281 cu in, 4601cc (4.6 liter)

### b) TRANSMISSION:

5-speed manual, factory

c) **Dimensions:** Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches  
The Front and rear track measured from outside to outside of tires front and rear:  
Front: 75 inches      Rear: 74-3/8 inches

d) **Weight:** with driver: ~~3450~~ *3400* pounds

### e) **Allowed / Interior M Modifications:**

- (1) ~~Strip and/or R~~ Remove all interior trim, door panels, sound system and components, air bags and related wiring, A/C, compressor and condenser with hoses/fittings, heater/heater motor/core, glove box, headliner, driver and passenger windows with hardware, column steering lock, seats and hardware/motors, carpeting and sound insulation, interior lighting, console. Radio/HVAC panel in center of dash may be removed. Otherwise, face of dash to remain intact with air vents removed. Blinkers and switches to be removed. ~~Emergency brake may be removed. Removable steering wheel allowed.~~
- (2) Driver "dead pedal" allowed
- (3) Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method

(4) Interior rear view mirror is open *and mandatory*

(5) *Emergency brake may be removed*

(6) *Removable steering wheel allowed*

#### **f) Body**

- (1) Body to remain intact including rocker panel valance. ~~and M~~ must run with the addition of Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed. ~~but SCCA will monitor appearance of car and not allow cars with cracks in, or obvious stretching of fenders.~~
- (2) Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. ~~Removal of side windows will be required to accommodate the rollover system side protection.~~ Windshield and ~~backlite~~ *back light* may have retention straps installed.
- (3) Trunk lock assembly to be removed and replaced by *with* external fastener(s)
- (4) Hood pins allowed *and encouraged*
- (5) 1" square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed
- (6) Stock *side* ~~rear~~ view mirrors to remain in place and functional
- (7) Fuel cells are not allowed
- (8) Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.

#### **f) Safety:**

- (1) Cars must meet the safety regulations of Section 9 of the SCCA GCR for Touring category cars.
- (2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional ~~if so desired for non-racing events~~. Six-point harness is required for driver and ~~same~~ for passenger (if seat is installed).
- (3) Window net ~~to be installed~~ *required* on driver's side.
- (4) SCCA compliant fire bottle or fire system required.



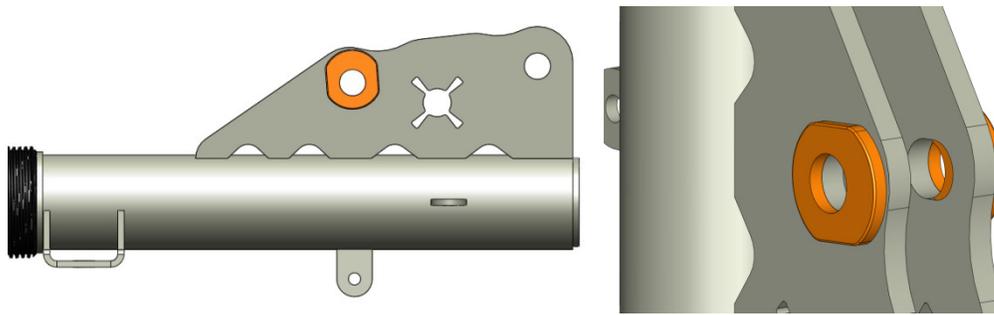


Figure 2: SMG Strut Housing with Camber Slug Installed.

**REAR:**

- (5) Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.
- (6) Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).
- (7) Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.
- (8) Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY
- (9) Cortex Watts Link package, PN CWL-40-1000SPEC**SMG**
  - (a) Cortex's differential cover: incorporates the Watts pivot mount as well as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.
  - (b) Eibach PN 35101.310 (formerly Ford Racing) front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only)
  - (c) Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016
  - (d) Upgraded ball joints (Steeda X5), PN 555-8108
  - (e) Lower control arm part #M-3075-RA is allowed

**FRONT:**

~~(10)~~ For technical questions about the Cortex Suspension Kit, contact Filip Trojaneck: [filip@cortexracing.com](mailto:filip@cortexracing.com)

~~(11)~~ **(10)** Allowed modification not included in Cortex Package: front, lower control arm bushings: Prothane PN 6-218-BL forward bushing PN 6-220-BL Rearward bushings (replace large hydro-bushing). This is not seen as a significant performance enhancement, rather **and** a cost savings when bushings are worn. This allows them to be replaced without entire control arm replacement.

~~(12)~~ **(11)** Cortex Racing Adjustable length anti-roll bar end links for corner balance

adjustment, PN ARB-40-1002. (Included with CSS-40-1000SPEC *JRI-SMG*)

- (12) Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with CSS-40-1000SPEC *JRI-SMG*)
- (13) Steeda 555-4104 upper link/differential mount spherical bearing is permitted
- (14) Any type/origin of upper 3rd link and mount bracket assembly may be used. Factory original locations for mounting holes (on both body and differential) must be retained
- (15) Rear anti-sway bar allowed – must be OEM, either 18mm (6R335A771BB) or 22mm (Ford Racing # M-5490-AR Eibach #35101.2)
- (16) Rear lower control arm to axle housing relocate bracket, and the rear lower shock mount bracket may be welded for reinforcement

#### **h) Brakes:**

- (1) Stop *T*tech STR40 Trophy front brake kit (PN 87.330.4C00.R1) with 355mm x 35mm rotors (PN 31.747.1101.87, 31.747.1102.87) and the STR40 calipers (PN 379.444.7133, 379.44.7134). Aftermarket rotor of same size allowed.
- (2) Rear brakes stock caliper required. Aftermarket rotor of stock size allowed. Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the Stop *T*tech knockback spring.
- (3) Shelby GT500 ABS module required, Ford Racing PN M-2353A
- (4) Stainless braided lines are allowed
- (5) Brake pads free
- (6) Ducting to front and rear brakes is allowed
- (7) Removal of dust shields front and rear is allowed (highly recommended)
- (8) The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.

#### **i) Transmission/Differential:**

- (1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMG cars will be 5speed/3.33 ratios for the 2016 season.~~
- (2) Ford Racing Short-shift kit with knob ~~allowed Ford PN M-7210T—Also available as~~, Hurst PN 391-0201, ~~—This part is not required. Additional shifter allowed is~~ *or* MGW Short Throw shifter for 2005-2009 Mustang GT ~~(not including GT500 option)~~. Stock shifter can be run.

- (3) Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside ~~cab~~ *trunk* this triggers need for full bulkhead of trunk area
- (4) ~~Safety straps or Driveshaft loop to protect the driveshaft from dropping in case of failure are required~~
- (5) Metallic, one-piece driveshaft is allowed

**j) Engine:**

- (1) No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.
- (2) Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.
- (3) Dyno testing may be required if it appears ~~than~~ *that* an engine in a competing car has an edge in power. Determination of any potential power advantage will be made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.
- (4) Engine is to be unmodified internally. No balancing or blueprinting is allowed.
- (5) Ford Racing radiator required: M-8005-MGT ~~Also available as~~ *or* BE COOL PN 60205
- (6) Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A *or* Moroso PN 63768
- (7) Long tube headers: Borla PN 17237 ~~which includes the~~ *with* X pipe. ~~This is the same header system that was formerly a Ford Racing part. (Ford Racing short tube on Miller cars grandfathered)~~
- (8) Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06. ~~(Does not come with Ford calibration tool which is good since we cannot use it any-ways)~~
- (9) Ford Racing power steering cooler required: Ford PN M3746A or Derale PN 13225
- (10) Ford Racing idler pulley required: PN M19216-D46 ~~Also available as~~ *or* Dorman PN 34191
- (11) ECU tuning is allowed ~~but this does not change~~ to exceed the HP limit regulation listed above *in J(2)*
- (12) The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)

- (13) Fuel shall comply with GCR Section 9.3.26.
- (14) Clutch replacement: The following specified replacement clutch parts are: ~~stock-sized 11" disc that represent no performance enhancement, but some additional longevity:~~
  - (a) ~~5-speed:~~ Clutch disc Centerforce PN DF380800  
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.
- (15) ~~Both:~~ Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.
- (16) ~~Both:~~ Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.
- (17) Road racing oil pan, Moroso P/N 20548/18548 is allowed
- (18) Ford Racing high volume oil pump #M-6600-F46 is allowed
- (19) EVAP/emissions system components on engine and chassis may be modified, removed, or disabled but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil /air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.
- (20) ~~Rehagen Racing~~ (Ford Racing# M-6038-R) or Prothane (#6-505-BL) motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.

#### **l) Exhaust:**

- (1) Stock GT exhaust to be retained with catalytic converters and resonators removed. Car to be legally able to run at 92db at 100 feet.

#### **m) Electrical:**

- (1) ~~For any issues with wiring harnesses on the 2005-2006 cars, consult with Dean Martin of Rehagen Racing to obtain an allowed update to the wiring.~~ *Stock wiring recommended but removal of unused wiring is allowed.*

#### **n) Aero package:**

- (1) All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009
- (2) Splitter, two options allowed:
  - (a) Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
  - (b) Front fascia that includes integrated splitter: Steeda part PN 555-0500
- (3) Miller Cup Mustang carbon fiber splitter grandfathered *on Original Miller cars*

### **o) Wheels/Tires:**

- (1) Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
- (2) Wheels for practice and rain conditions are free; they must all be the same size.
- (3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~ SMG cars competing in Touring Category may run any tire that meets 9.3.45<sup>4</sup> and that meets the size specified by the SMG rules (*max tire size 295, aspect ratio open*). *SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*
- (4) 0.5" hub-centric wheel spacers are an allowed option in front only.

### **p) Graphic Requirements:**

- (1) All Spec Mustang must have SCCA Club Racing decals on each side and front *per GCR, SMG Class stickers and numbers per GCR.*
- (2) ~~Mandatory stickers on sides of car:~~ (a) ~~Hooked On Driving~~  
(b) ~~Cortex Racing~~  
(c) ~~Jongbloed Wheels~~  
(d) ~~Competitors who wish to be eligible for the On Edge Performance L.L.C. contingency must display a total of three 'BF Goodrich' & 'On Edge Performance' decals in the following positions: one on each front fender and one on the front bumper.~~ *Other graphic requirements are based on annual sponsors, to be distributed accordingly.*

### **q) Allowed options:**

- (1) Tiger racing vented, fiberglass hood
- (2) AIM dash/transponder system
- (3) Oil Cooler - Derale PN 52508 *or equivalent*

### **T2-T4**

1. #20863 (Rob Hines) Please Allow Touring Cars to Bump Up to a Higher Class  
The CRB recommends this rule change become effective **3/1/2017**.

Add to 9.1.9.2.:

#### **9.1.9.2 TOURING (T2-T4) CATEGORY**

These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car, with the exception of the following items. TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT. In the case of the

foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/ factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number. These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

*Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.*

### **Recommended Items for 2018**

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

#### **GCR**

1. #20215 (Todd Butler) Class Management Changes and 2.5 Rule Elimination

**This letter published in the December 2016 Fastrack Minutes has been revised below per the December 2016 Board of Directors Meeting.**

3.7.3-4.A Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ **1/1/18**

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in *invited* ~~each~~ Runoffs-eligible class based on the following minimum qualifications:

3.7.3-4.C Invited Runoffs Classes – Changes Effective ~~4/1/17~~ **1/1/18**

C. Invited Runoffs Classes

*Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.*

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

### **9.1.13 Runoffs-Eligible Class Participation Requirements (*changes effective 1/1/18*)**

**Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:**

*A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)*

*B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.*

*C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.*

*D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.*

~~A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.~~

~~D. Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.~~

~~Note 1: For the purposes of this section, the term “entries” is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).~~

~~Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.~~

### **Taken Care Of**

#### **EP**

1. #20243 (Kip Van Steenburg) Necked Down Valve Stems  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20261 (Don Tucker) 20088 Necked Down Valves for Level 2 cars  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

#### **FP**

1. #20230 (Paul Jensen) Necked Down Valves for Level 2 Cars.  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20234 (Tom Burdge) Reducing Our Costs  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20309 (Michael Froh) Proposal for Valves in Level 2 Production Cars  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20362 (David Strittmatter) Limited Prep Valve Rule Change  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20397 (William Hubiak) Letter #20088  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20718 (Steve Hussey) Opinion on Member Letter Requesting to Add Weight to Lotus 7  
Thank you for your letter. Please see the response to letter #20612.

#### **HP**

1. #20368 (Vesa Silegren) Valve Stem Rule  
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20386 (Chris Schaafsma) Thin Stem Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

## **Prod**

1. #20088 (Jesse Prather) Valve Stem Rule

The CRB thanks the authors of the letters who responded to this re-posting of the WDYT. Please see the response to letter 20229, Technical Bulletin.

2. #20232 (Don Ahrens) Most Common

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20238 (Ken Kannard) Neck Down Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20326 (Tom Feller) Level 2 Valve Stems

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20354 (Bill Lamkin) Valve Stem Rule Change

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20356 (Nick Pott) Prather Letter #20088

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

7. #20363 (Brett Whisenant) Level 2 Valve Rules

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

8. #20377 (Ken Nesbit) Necked Down Valves for Level 2 Production Cars

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

9. #20382 (Jeffrey Norris) Neck Down Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

10. #20390 (David Mead) LP Valves with Cut/Tapered Stems

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

11. #20418 (Ron Bartell) Level 2 Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

12. #20783 (Brian Linn) Necked Down Valves For LP Cars

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

## **ST**

1. #20853 (Oscar Jackson) Wing Height Rule

Thank you for your letter. Please see the response to letter #20646.

## **STL**

1. #20770 (Tom Lamb) Rear Wing Mounting Height

Thank you for your letter. Please see the response to letter #20646.

2. #20872 (Thomas Smith) Mazda RX-7 in STL

Thank you for your letter. Please see the response to letter #20810, Technical Bulletin.

3. #20943 (Danny Steyn) Approve the 2% Weight Reduction for Non-ABS Cars

Thank you for your letter. Please see the response to letter #20108, October 2016 Fastrack Minutes.

**STU**

1. #20851 (Oscar Jackson) Wheel Width for High Weight Vehicle

Thank you for your letter. Please see the response to letter #20795.

Super touring class is managed through use of as many common parts of the vehicles as possible. Wheels, Tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

2. #20852 (Oscar Jackson) Tire Width for High Weight Vehicle

Thank you for your letter. Please see the response to letter #20851.

3. #20855 (Oscar Jackson) Wing Width Rule

Thank you for your letter. Please see the response to letter #20646.

4. #20857 (Oscar Jackson) JR FRS-86 Weight and/or Boost Adjustment

Thank you for your letter. Please see the response to letter #20527, Technical Bulletin.

**T4**

1. #20681 (Matthew Downing) Remove Weight from the Pontiac Solstice

Thank you for your letter. Please refer to letter #20491, December 2016 Fastrack Minutes for recent recommendations for this car.

2. #20682 (Matthew Downing) Spec Line Adjustment (Ride Height) for the Pontiac Solstice

Thank you for your letter. Please refer to changes for this car in letter #20491, December 2016 Fastrack Minutes.

3. #20683 (Dave Kuteny) Alternate Spring Rate up to #750 for Solstice/Ref Letter #20491

Thank you for your letter. Part numbers listed included springs. Please see the response to letter #20491, December 2016 Fastrack Minutes.

4. #20698 (Michael Sullivan) MX-5s and Indy

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin for recent changes.

5. #20800 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Minutes, for recent changes.

6. #20801 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Add Restrictor Plate

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

7. #20802 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ -Add Weight

Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

8. #20803 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Reduce Tire Size

Thank you for your letter. Please see the response to letter #20392, December 2015 Fastrack Minutes, for recent changes.

9. #20856 (Oscar Jackson) Unbalanced Re-classification

Thank you for your letter. Recent changes have been recommended for T4, please refer to letter #20392, December 2016 Fastrack Technical Bulletin. The CRB will continue to monitor these changes in 2017 to determine if any additional adjustments are needed.

## **What Do You Think**

### **GCR**

1. #20619 (Jim Rogaski) Clarification of Yellow Flag Rules

The Club Racing Board seeks your feedback on the proposal below. Please send your comments to crbscca.com.

The intent of this request is to open up a dialog with the racing community to get better language in the GCR to assist drivers in better understanding what the club's intent for incident safety should be. In 2016 there were several incidents of EVs being hit or nearly hit during yellow flag situations. Several tracks that use track staff for EV response will no longer do hot track extractions unless the course is either under a black flag all or full course safety car use. **This proposed clarification would allow penalizing individual drivers instead of Black Flag All or Full Course Yellow impacting the entire field.**

This proposal from the Executive Stewards would change the language to more clearly state the intent of SLOW DOWN and what the possible ramification may be if drivers don't slow down.

The purposed language change is as follows:

## **2016 Current Yellow Flag Rules**

### **6.1. FLAGS**

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations.

#### **6.1.1. Meaning of Each Flag**

### **B. YELLOW FLAG (Solid Yellow)**

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.

WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.).

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

### **Proposed 2017 Yellow Flag Rule Change**

*STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed through the incident at a reduced speed. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.*

*WAVING – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.*

*The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.*

### **SM**

1. #20525 (Dave Wheeler) Allow Suspension Upgrades

The CRB is seeking feedback on the following proposals for SM. Please respond with your choice to implement Proposal A and/or Proposal B or neither.

#### **Proposal A.**

Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa.

Listed components:

All A-arms front and rear upper and lower.

Front spindles

Rear subframe

Rear Hub Support (Rear uprights)

NOTE: some of these components have already been superseded by Mazda

**Proposal B.**

Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa. This proposal may be subject to a weight penalty.

Listed components:

Front Subframe  
Steering Rack and Tie Rods  
Front sway bars.

**RESUMES**

1. #20404 (Reid Hazelton) FSRAC - Resume

Thank you for your letter. The CRB welcomes Reid Hazelton to the FSRAC.

## CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2016

NUMBER: TB 17-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2017 unless otherwise noted.

### American Sedan

#### AS

1. #20963 (American Sedan Committee) Weight Reductions for All American Sedan Cars

In AS, Cadillac CTS-V (04-07) Restricted Prep, reduce the weight as follows:

~~3470~~ **3420**; ~~3520~~ **3470**

In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Chevrolet/Pontiac Camaro and Firebird (93-02), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Prep., reduce the weight as follows:

~~3200~~ **3150**

In AS, Chevrolet/Pontiac Camaro and Firebird (98-02) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep., reduce the weight as follows:

~~3600~~ **3550**; ~~3650~~ **3600**

In AS, Dodge Challenger (08-14) Restricted Prep., reduce the weight as follows:

~~3500~~ **3450**; ~~3550~~ **3500**

In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), reduce the weight as follows:

~~3200~~ **3150**; ~~3500~~ **3450**

In AS, Ford Mustang Incl. Cobra thru 95 (94-98), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang & GT (94-95) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Ford Mustang Cobra R 1995 Restricted Prep., reduce the weight as follows:

~~3400~~ **3350**

In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Cobra (99-02) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**

In AS, Ford Mustang Incl. Cobra (99-04), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang GT (99-04) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang GT (05-14), reduce the weight as follows:

~~3300~~ **3250**; ~~3600~~ **3550**

In AS, Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep., reduce the weight as follows:

~~3250~~ **3200**

In AS, Ford Mustang Coupe GT 5.0L (11-14) Restricted Prep., reduce the weight as follows:

~~3500~~ **3450**; ~~3550~~ **3500**

In AS, Mercury Capri (79-86), reduce the weight as follows:

~~3200~~ **3150**; ~~3500~~ **3450**

In AS, Pontiac GTO (04-06) Restricted Prep., reduce the weight as follows:

~~3300~~ **3250**; ~~3350~~ **3300**

2. #20964 (American Sedan Committee) Taller Ball Joints for Listed American Sedan Cars

In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Incl. Cobra thru 95 (94-98), add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Cobra and GT (94-95) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Cobra R (1995) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Cobra (99-02) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Incl. Cobra (99-04), add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang GT (99-04) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

In AS, Mercury Capri (79-86), add the following language to the notes:

*OEM-style ball joints with taller than stock stud lengths are permitted.*

## **B-Spec**

None.

## **Formula/Sports Racing**

### **F500**

1. #21020 (Formula/Sports Racing Committee) MC engine restrictor change

In F500, Honda CBR600RR (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

In F500, Suzuki GSXR600 (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

In F500, Yamaha R6 (03-13), reduce the inlet restrictor size as follows:

~~30mm~~ **29mm** Flat Plate Intake Restrictor

## FA

1. #20543 (David Arken) 2L MZR Engine

In FA, Spec line P, make the following changes:

Restrictor: ~~(4) 39.5mm~~ **NA**

Weight: ~~1325~~ **1300**

## FE

1. #20974 (Formula/Sports Racing Committee) FE tire marking rule

In GCR section 9.1.1.I.13.a., add the following language:

“A competitor shall start the race on **at least 3** 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 (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.”

In GCR section 9.1.1.I.13.b., add the following language:

“For races with more than one qualifying session, a competitor shall start the race on **any 3 or 4** marked tires from any qualifying session for the race.”

In GCR section 9.1.1.I.13.c., make the following changes:

“If a competitor chooses to start the race on **any more than one** tires that ~~were~~ **was** 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.”

## FV

1. #19287 (Charles McCormick) Oiling Systems

In GCR section 9.1.1.C.11., make the following changes:

~~A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.~~

~~B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.~~

**A. The use of any single 6- or 12- volt battery is permitted to power the starter, engine ignition system, gauges and/or data acquisition system, video cameras/recorders and communications equipment.**

**B: Any secondary batteries are only permitted to run video cameras/recorders, communications equipment and/or gauges and data acquisition systems.**

**C: If an accumulator (Accusump) is in use in the vehicle, it is permitted to power an electric accumulator (Accusump) valve with the vehicle batteries.**

## P1

1. #20641 (Club Racing Board) DP02 Specification Correction

The CRB recommends that the Elan VD DP02 Sports Racer be required to comply with the P1 rules, including Table L.

In P1, Table 1 (Spec Line Cars), remove Line D in its entirety.

Remove GCR Section 9.1.8.I., Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.

2. #21028 (Formula/Sports Racing Committee) Competition Adjustments in P1

Effective 03/01/17, in P1, line H, change the restrictor as follows:

~~42mm~~ **40mm** chokes

Effective 03/01/17, in P1, line J, change the restrictor as follows:

~~None Required~~ **30.5mm SIR**

## P2

1. #20976 (Formula/Sports Racing Committee) Rear wheel size correction for ESR in P2

In GCR section 9.1.8.H.12., make the following changes:

“Front: 8 in. X 13 in. Part # WM 205001- **OZ Black**

**Front: 8 in. X 13 in. Part # WM 205001B- OZ Silver**

Rear: 8 **10** in. X 13 in. Part # WM 205002- **OZ Black**

**Rear: 10 in. X 13 in. Part # WM 205001B- OZ Silver”**

2. #21040 (Jay Novak) Error or Omission P2 engine table

In P2, Engine Table, A.1, make the following changes:

Restrictor 40mm **See notes**

Weight: **1000**

Notes: Maximum 4 cylinders **Restrictor per 9.1.8.D.L.d**

In P2, Engine Table, A.2, make the following changes:

Restrictor: 40mm **See notes**

Notes: Maximum 4 cylinders **Restrictor per 9.1.8.D.L.d**

3. #21075 (SCCA Staff) Competition Adjustment for Motorcycle Engines in P2

The Club Racing Board wishes to delay the restrictions and weight changes implemented for P2 motorcycle engines in the December Fastrack (#20671). During this delay the CRB will review available data, and do further research on the possible effects of this adjustment.

### **Effective Immediately, rescind all the restrictor/weight changes in letter #20671.**

In P2 Engine Table, B.1, make the following restrictor changes:

Stock ~~36.5mm~~ **37.5mm**

Modified ~~37.5mm~~ **38.5mm**

In P2 Engine Table, B.4, make the following restrictor changes: ~~37mm~~ **38.5mm**

In P2 Engine Table, B.5, make the following restrictor/weight changes:

~~38.5mm~~ **40.5mm**

~~1210~~ **1160**

In P2 Engine Table, B.6, make the following restrictor changes: ~~38.5mm~~ **40.5mm**

### **Effective 4/1/2017, make the following changes:**

In P2 Engine Table, B.1, make the following restrictor changes:

Stock ~~37.5mm~~ **36.5mm**

Modified ~~38.5mm~~ **37.5mm**

In P2 Engine Table, B.4, make the following restrictor changes: ~~38.5mm~~ **37mm**

In P2 Engine Table, B.5, make the following restrictor/weight changes:

~~40.5mm~~ **38.5mm**

~~1160~~ **1210**

In P2 Engine Table, B.6, make the following restrictor changes: ~~40.5mm~~ **38.5mm**

**See Racing Memo RM 16-09.**

## SRF

1. #20972 (Formula/Sports Racing Committee) Allow tack weld on tailpipe

In GCR section 9.1.8.E.2.J., add the following language:

"Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

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. Muffler packing of any kind is not allowed beginning 1/1/2017.

*Tail pipe may be tack welded to the muffler."*

2. #20975 (Formula/Sports Racing Committee) SRF floor pan attachment

In GCR section 9.1.8.E.E.i., make the following changes:

"Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece GCR - 812 9.1.8. Spec Racer Ford (SRF) Specifications configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted ; ~~spacing no closer than 4" on center~~ *similar to the Enterprises floor pan spacing*. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."

## GCR

1. #20616 (Jim Rogaski) Items to be Cleaned up in the 2017 GCR

In GCR section 9.1.8.E.2.A., make the following changes:

"It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships. *At some point, the*  ~~, until the start of the 2018 Competition season, at which time~~ SRF (1.9 powered cars)  ~~will~~ *may* become a Regional Only GCR Class ~~(effective 1/1/2018).~~"

2. #20617 (Jim Rogaski) Powers of the Stewards of the Meet at the Runoffs

In GCR section 3.7.3., add the following language:

"SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class. SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details. *The Runoffs Chief Steward may modify the Runoffs Supplemental Regulations with approval of the National Office up to a specific date agreed to by the National Office. After that date, the Supplemental Regulations may only be modified by the Runoffs Stewards of the Meeting.*"

## Grand Touring

### GT2

1. #20143 (Terrence Gilles) Nissan Engine Performance Adjustment

In GT2, Engines -Nissan VQ30, make the following changes to the Fuel Induction column:

~~"Automotive type sidedraft w/ 40 mm choke(s) or 40mm SIR~~ *Unrestricted Automotive type"*

In GT2, Engines -Nissan VQ30, change the weight as follows:

~~2450~~ *2200*

2. #20371 (Scotty B White) Race Tires

In GT2, make the following changes to the top of the GT2/ST spec line note:

"Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive docu-

mentation (e.g., factory manual) of the original displacement for the engine used. ~~DOT tires are required.~~ *Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*"

### GT2-ST

1. #20505 (Amir Haleem) Adjust Toyota Supra Weight in GT2/ST  
In GT2/ST, Toyota Supra (93-98), reduce the weight as follows:  
~~3000~~ *2900*

### GT3

1. #20673 (Jose de Miguel) 1987 Mazda 323 Body  
In GT3, classify the Mazda 323 as follows:

| GT3 Cars - MAZDA |                  |            |            |                 |       |
|------------------|------------------|------------|------------|-----------------|-------|
| Model            | Years            | Body Style | Drive-line | Wheel-base (in) | Notes |
| <i>323</i>       | <i>1985-1989</i> | <i>3dr</i> | <i>FWD</i> | <i>94.5</i>     |       |

2. #20674 (Jose de Miguel) Please Classify Mitsubishi Lancer 2000-2007  
In GT3, classify the 2000-2007 Mitsubishi Lancer as follows:

| GT3 Cars - MITSUBISHI / EAGLE |                  |            |            |                 |       |
|-------------------------------|------------------|------------|------------|-----------------|-------|
| Model                         | Years            | Body Style | Drive-line | Wheel-base (in) | Notes |
| <i>Lancer</i>                 | <i>2000-2007</i> | <i>4dr</i> | <i>FWD</i> | <i>102.4</i>    |       |

3. #20675 (Jose de Miguel) Mitsubishi 4g93 Engine  
In GT3, classify the Mitsubishi 4g93 engine as follows:

| Engines - MITSUBISHI / EAGLE |             |           |             |             |                       |               |                     |              |                                     |
|------------------------------|-------------|-----------|-------------|-------------|-----------------------|---------------|---------------------|--------------|-------------------------------------|
| Engine Family                | Engine Type | Bore (mm) | Stroke (mm) | Disp. (cc)  | Head Type             | Valves / Cyl. | Fuel Induction      | Weight (lbs) | Notes                               |
| <i>4g93</i>                  | <i>DOHC</i> | <i>81</i> | <i>89</i>   | <i>1834</i> | <i>alum crossflow</i> |               | <i>unrestricted</i> | <i>2060</i>  | <i>direct injection not allowed</i> |

### GTL

1. #20516 (Bob Clark) Add 2015 and 2016 Years to the GTL Honda CRZ Body  
In GTL Cars, HONDA, classify the CRZ as follows:

| GTL Cars - HONDA |                |            |            |                 |       |
|------------------|----------------|------------|------------|-----------------|-------|
| Model            | Years          | Body Style | Drive-line | Wheel-base (in) | Notes |
| <i>CRZ</i>       | <i>2015-16</i> | <i>3dr</i> | <i>FWD</i> | <i>103.1</i>    |       |

### Improved Touring

None.

### Production

1. #20769 (Larry Svaton) Error in Spec Line  
In EP, Caterham Seven 280, change the notes as follows:  
"Level 2 suspension preparation. Engine- Ford Sigma- is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e. and f. *h.2*. Comp ratio is limited to 11.0:1. Valve lift is limited to .390. The roll cage must have a full width, high front and rear hoops that attach using

the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment.”

2. #20488 (Gary Johnson) BMW Reclassification  
In FP, classify as follows:

| FP                 | Prep. Level | Weight (lbs)                       | Engine Type       | Bore x Stroke mm/ (in.)            | Displ. cc/ (ci) (nominal) | Block Mat'l | Head/ PN & Mat'l | Valves IN & EX mm/ (in.)                              | Carb. No. & Type   |
|--------------------|-------------|------------------------------------|-------------------|------------------------------------|---------------------------|-------------|------------------|---|--|
| <i>BMW Z3 1.9L</i> | <i>2</i>    | <i>2400<br/>* 2460<br/>** 2520</i> | <i>4 Cyl DOHC</i> | <i>85.1 x 83.6<br/>(3.35x3.29)</i> | <i>1895<br/>(115.6)</i>   | <i>Iron</i> | <i>Alum</i>      | <i>(I) 33.0 /<br/>(1.30)<br/>(E) 30.5/<br/>(1.20)</i> | <i>(2) Auto-type sidedrafts w/ 30mm choke(s), or fuel injection.</i> |

| FP                 | Wheel-base mm/ (in.)   | Track (F/R) mm/(in.)             | Wheels (max)  | Trans. Speeds (max) | Brakes Std. (mm/ (in.))                                  | Brakes Alt.: mm/(in.) | Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm | Notes:   |
|--------------------|------------------------|----------------------------------|---------------|---------------------|--|-----------------------|---|--|
| <i>BMW Z3 1.9L</i> | <i>2446<br/>(96.3)</i> | <i>1481/1565<br/>(58.3/61.6)</i> | <i>15 x 7</i> | <i>5</i>            | <i>F) 286<br/>(11.3) Disc<br/>R) 280<br/>(11.0) Disc</i> |                       | <i>stock throttle body I.D.</i>                                     | <i>Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .500" max. OEM hardtop allowed.</i> |

3. #20877 (Norm Murdock) F-Production Rule Change Request

In FP, Ford/Mercury Capri 2000 (71-74), change the weight as follows:

~~2050~~ **2000**

In FP, Ford Pinto, change the weight as follows:

~~2030~~ **1980**

4. #20229 (Jesse Prather) In Favor of Necked Down Valves in Level 2

In GCR section 9.1.5.E.2.f.4., make the following changes:

“Any ferrous (including stainless steel) ~~material~~ **metal** valves meeting the specified head and stock stem diameter **and having the stock diameter for the portion of the stem that travels inside the valve guide** can be used. ~~The diameter of the portion of the valve stem between the bottom of the guide (with the valve on the seat) and the valve head may be up to .005" less than the stock diameter.~~ Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted.”

5. #20608 (Mike Ogren) Update Wording for Supporting Documentation, RE Gear Ratios.

In GCR section 9.1.5.E.2.n.5., make the following changes:

“There is no weight penalty for the use of a stock transmission utilizing the stock case, stock gear ratio set (as defined in the **acceptable** factory ~~workshop manual~~ **documentation**) and stock synchromesh style of gear engagement.”

**Spec Miata**

None.

## Super Touring

### STL

1. #20724 (Super Touring Committee) E&O: Delete 9.1.4.2.H.2

In GCR section 9.1.4.2.H.2., remove the following language and re-number appropriately:

~~“The ITA and ITS RX7 can compete in STL at their listed IT weights.”~~

2. #20810 (matthew miller) Lower Weight on Rotary Cars

In STL, Mazda 13B, change the weight as follows:

~~2589~~ **2498**

### STU

1. #20337 (Patrick Lipsinic) Turbos: IHI VF39 & VF48

In GCR section 9.1.4.1.H.5., add the following language:

“Factory turbocharged cars must run the stock turbo or any turbo from the following list:

- KKK/Borg-Warner K04

- IHI VF30, **VF39, or VF48**

-Garrett GT2554R, p/n 471171-3”

2. #20527 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Reduce Weight

In STU, Subaru BRZ/ Scion FRS / Toyota 86 with Jackson Racing S/C Kit, change the weight as follows:

~~2850~~ **2800**

3. #20680 (Jake Sieverling) STU Dry Sump Rules Re: BRZ & FR-S

In GCR section 9.1.4.1.B.7., make the following changes:

~~“Dry sump systems are allowed. The dry-sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations. **Dry sump systems are permitted. The oil tank shall be located within the bodywork.**”~~

4. #20854 (Greg Amy) Approve JDM K20A for STU

In STU, classify the following engine:

| <b>STU</b>              | <b>Maximum Displacement (cc's)</b> | <b>Minimum Weight</b> | <b>Notes</b> |
|-------------------------|------------------------------------|-----------------------|--------------|
| <i>Honda K20A (JDM)</i> | <i>1998</i>                        | <i>Chart + 2%</i>     |              |

### Touring

#### T1

1. #20414 (Bill Stewart) Is The 996 TT Classed in T1?

In T1, classify the Porsche 996 TT OEM as follows:

| <b>T1</b>                 | <b>Maximum Displ.</b> | <b>Min. Weight</b> | <b>Restrictor</b>   | <b>Engine Notes</b>   | <b>Chassis Notes</b> |
|---------------------------|-----------------------|--------------------|---------------------|---|----------------------|
| <i>Porsche 996 TT OEM</i> | <i>3600</i>           | <i>3300</i>        | <i>(2) 31mm TIR</i> | <i>Alternate turbo Evolution Motorsports permitted, part #TBD</i> |                      |

#### T4

1. #20846 (Nicole Longhini-McElroy) FIAT 124 Spider

In T4, classify the Fiat 124 as follows:

| <b>T4</b>   | <b>Bore x Stroke(mm)/<br/>Disp. (cc)</b> | <b>Wheel-<br/>base<br/>(mm)</b> | <b>Track<br/>F &amp; R<br/>(mm)</b> | <b>Wheel<br/>Size(in.)/<br/>Mat'l</b> | <b>Tire<br/>Size<br/>(max)</b> | <b>Gear<br/>Ratios</b>                              | <b>Final<br/>Drive</b> | <b>Brakes<br/>(mm)</b>      | <b>Weight (lbs)</b> |
|---|--|---------------------------------|-------------------------------------|---------------------------------------|--------------------------------|---|------------------------|-----------------------------|---------------------|
| <i>Fiat 124</i>   | <i>72.13 x 84.1<br/>1368</i>             | <i>2309</i>                     |                                     | <i>17 x 7</i>                         | <i>225</i>                     | <i>4.3,<br/>2.3,<br/>1.6,<br/>1.2,<br/>1.0, .84</i> | <i>3.454</i>           | <i>280 (F),<br/>280 (R)</i> | <i>2650</i>         |
| <p><b>Notes:</b><br/> <i>The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. 29mm flat plate restrictor required.</i></p> |  |                                 |                                     |                                       |                                |   |                        |                             |                     |



***DIVISIONAL TIME TRIALS COMMITTEE***  
***12/13/16 – Minutes***

• *Participants:*

BOD: Lee Hill, Jim Weidenbaum, Tere Pulliam

EP: Jon Krolewicz

DTTC: Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), Chris McMillen (NorPac), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

• *Reports:*

Board of Directors Report - End of Year BOD in Dec, 5 new BOD members, Lee Hill is new Board Chair, Jim W and Tere Pulliam will be TT liaisons. Insurance went up \$0.50 per car. TT Sanction remained the same. Weekend Memberships went from \$5 to \$10. Member dues are up \$5.

*Ongoing Business:*

• National Convention

Attendees – Deborde, Machi, Yip,

Programs – Presentations being put together by Deborde/Machi. Draft early January. TT How to, Track event How to. Emphasize the why to put on a TT event (member involvement, membership growth, getting people involved). Work TT/PDX into existing programs (use all track hours available and increase entries).

• Awards engraving for National Convention -

• Track Inspection Guidelines – Deborde talked with the Stewards about using the CR program. Should talk to Legal about liability issues. At the Convention, the track inspection session will be open to TT people for the first time.

*New Business:*

• Reorganization into Track Events (non-competition) and Time Trials (competition) –

Track Events Committee – membership (Yip, Machi, ???)

Time Trials Committee – membership (Machi, Deborde, ???)

Program definition revisions

*TTR revisions*

Discussion of the need for National car classing.

Discussion of how to promote TT using social media.