

## CLUB RACING BOARD

DATE: April 20, 2017

NUMBER: TB 17-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2017 unless otherwise noted.

**NOTE:** This preliminary version of the Club Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about April 20.

### American Sedan

#### AS

1. #21561 (Matt Chojnacki) CTSV LS2 Weight

In AS, Cadillac CTS-V (04-07) Restricted Prep., remove the weight penalty in the notes for the LS2 engine as follows:

~~50 lbs. weight penalty.~~

2. #21797 (American Sedan Committee) Clarification for Full Preparation 4 Speed Transmissions

In GCR section 9.1.6.D.3.a.1.a., add the following language:

"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). *4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05.* 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 50 lbs. weight penalty. Any first gear ratio greater than 2.5 is permitted."

#### B-Spec

1. #21351 (Chris Morgan) Ballast Placement Clarification

In GCR section 9.1.10.E.17., make the following changes:

"Weight: The minimum weight as listed on the B Spec line is with driver and ~~required ballast~~ *may be added to meet the listed minimum weight. Refer to section 9.3.7 Ballast, for placement of the ballast.* If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track."

In GCR section 9.1.10.F., make the following changes:

"~~If~~ *Some vehicles may be required to carry* ballast is ~~required~~ as a competition adjustment. ~~or to compensate for a driver's weight, ballast may be added.~~"

In GCR section 9.1.10.F.1., make the following changes:

"All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the rear seat(s) *main hoop of the roll cage* unless otherwise so allowed on the vehicle B Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points."

2. #21755 (B-Spec Committee) Yaris Rear Sway Bar

In B-Spec, Toyota Yaris (07-12), add the following language to the notes:

*"Rear Swaybar PTR11-52071 is allowed"*

## **Formula/Sports Racing**

### **FF**

1. #21864 (Formula/Sports Racing Committee) Weight adjustment on FF cars

Effective May 1, the CRB recommends adding 25 lbs. to FF cars meeting the British FF rules under the Alternate Vehicle Allowance table with sidepods wider than the standard SCCA dimensions. For 2018, the CRB will recommend that all FF cars must meet the standard SCCA bodywork dimensions.

In GCR section 9.1.1.B.20., add the following language:

"Formula F

Ford Cortina Engine: 1060 lbs.

Ford Kent and Honda Fit Engines: 1110 lbs.

*Cars complying with the English FF rules under the Alternate Vehicle Allowance table add 25lbs.*

Formula Continental

Pinto Engine: 1200 lbs.

Pinto with aluminum cylinder head: 1200 lbs.

Zetec Engine: 1200 lbs."

### **P1**

1. #21632 (jim devenport) SIR Compliance Update

Due to problems implementing an SIR on CN cars the CRB has made the change to require the original throttle body be retained. This will allow the use of a single flat plate restrictor if further HP reduction is necessary. Additionally, this will eliminate the need for a costly upgrade to ITB's when bringing a CN car into SCCA Club Racing.

In P1 Engine Table, Line J, make the following change: "~~tube frame chassis: NA all others: 30.5mm SIR~~  
*Stock 64mm single throttle body; max 13:1 CR*"

Additionally, please provide the CRB with engine dynamometer data for the following combinations by no later than 6/1/17: unrestricted stock 64mm single throttle body, stock 64mm single throttle body with 60mm flat plate intake restrictor, and stock 64mm single throttle body with 55mm flat plate intake restrictor. If the CRB does not receive the required data by 6/1/17, a 60mm restrictor will be required, effective 6/1/17. When the required data becomes available to evaluate, the CRB will determine which combination will be necessary moving forward.

### **GCR**

1. #21566 (Chip O'Toole) Correct GCR Section 9.3.19.C.7.

In GCR section 9.3.19.C.7., make the following change:

"A driver's restraint system meeting SCCA standards (See Section ~~9.3.19.~~ *9.3.18.*) shall be used at all times while on the track."

2. #21869 (SCCA Staff) Clarify Head and Neck Restraint Language

In GCR section 9.3.19.C.2, clarify the Head and Neck restraint language as follows:

"The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device."

**Grand Touring**

**GT1**

- #21749 (Eric Cote) Classify the 2017 Porsche 991 Cup Car  
In GT1, classify the Porsche 991.2 GT3 Cup Car as follows:

<b>GT1-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Porsche 991.2 GT3 Cup</i>	<i>3997</i>	<i>2950</i>		<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 991 GT3 Cup parts catalog/service manual. Factory (OEM manufacturer) Lexan front windows allowed as delivered.</i>

**GT2**

- #21768 (Grand Touring Committee) Classify the 14-16 Porsche 991.1 GT3 Cup Car  
In GT2 Cars, Porsche, classify the Porsche 991.1 GT3 Cup Car as follows:

<b>GT2 Cars - Porsche</b>					
<b>Model</b>	<b>Years</b>	<b>Body Style</b>	<b>Drive-line</b>	<b>Wheel-base (in)</b>	<b>Notes</b>

Porsche 991.1 GT3 Cup	(14- 16)	2dr	RWD	92.7	3.8L flat six. 3000lbs. w/62mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered.
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2. #21769 (Grand Touring Committee) Update the Porsche 997.2 Notes

In GT2, 997.2 GT3 Cup, add the following language to the notes:

*"3.8L flat six. 3000lbs. w/70mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered."*

**Improved Touring**

**ITR**

1. #19310 (Jose de Miguel) Dual Classification of Honda Civic

In ITR, classify the Honda Civic Si 06-11 as follows:

ITR	Engine Type	Bore x Stroke(mm) / Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Honda Civic Si (06-11)	4 Cyl DOHC	86.0 x 86.0 1988	(I) 35.0 (E) 30.0	11.0	104.3	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.66	(F) 296 x 26 Vented Disc (R) 270x 14 Solid Disc	2655	

2. #19450 (Greg Amy) Dual-Classify Honda Civic Si (06-08) into ITR

In ITR, Acura RSX-S (02-04), correct the bore and stroke as follows:

~~86.1~~ 86.0 x 86.0 1988

In ITR, Acura RSX-S (05-06), correct the bore and stroke as follows:

~~86.1~~ 86.0 x 86.0 1988

### ITS

1. #21872 (SCCA Staff) Corrections to ITS

In ITS, Honda Civic Si 06-08, make the following changes:

Years: 06-08 ~~11~~

Bore and stroke: ~~88.0 x 98.0~~ 86.0 x 86.0 1998

In ITS, Acura RSX-S (02-04), correct the bore and stroke as follows:

~~88.0 x 98.0~~ 86.0 x 86.0 1998

In ITS, Acura RSX-S (05-06), correct the bore and stroke as follows:

~~88.0 x 98.0~~ 86.0 x 86.0 1998

### Production

1. #21480 (Jason Lay) Classify 1988 Chevrolet Beretta

In EP, classify the 88-90 Chevrolet Beretta 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.)
Chevrolet Beretta (88-90)	2	2360 * 2419 ** 2478	6Cyl. OHV	89.0x66.8	2838	iron	Alum	(I) 40.6 (E) 33.0	Fuel injection	103.4"	59.8"/59.3"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Chevrolet Beretta (88-90)	15x7	5	(F) 259(10.2) disc solid (R) 200(7.87) drum		Comp. Ratio limited to 12.0:1, Valve lift limited to .500"

### Spec Miata

None.

### Super Touring

#### ST

1. #21742 (John Bauer) Clarify Rod Language

In GCR section 9.1.4.G.4., clarify the rod language as follows:

"Alternate ~~C~~ Connecting rods are permitted *unrestricted*, but must be ferrous unless OEM supplied."

### Touring

#### T1

1. #21478 (Peter Filippo) Classify 370Z Nismo Supercharged

In T1, classify the Nissan 370Z supercharged 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>Nissan 370Z Supercharged</i>	<i>3700</i>	<i>3400</i>		<i>Stillen supercharger kit 407770T allowed. Supercharger Pulley diameter: 80mm +/- 3mm OEM Crank Pulley Diameter: 146mm +/- 3mm</i>	

#### T2

1. #21617 (CJ Moses) Oil Pan Request for Evo 8/9 in T2

In T2, Mitsubishi Lancer Evo 8/9 / RS /GSR / MR (03-06), add the following language to the notes:

*"Moroso PN 20967 MITSUBISHI EVO 7 8 9, Road Race Baffled allowed."*

2. #21704 (Steven Glaab) T2 / C5 Competition Adjustment Post 2016 Runoffs

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add an alternate configuration as follows:

Weight: ~~3400~~ *3525lbs (w/55mm restrictor) 3225lbs. (w/45mm restrictor)*

Notes: "GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed. A-55 mm flat plate restrictor *permitted at 3525lbs. 45mm flate plate restrictor permitted at 3225lbs. is required.* 3.0 degrees MAX front camber. ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed."

#### T3

1. #21747 (David Cook) Global MX-5 Cup Rule Change Request

In T3, Mazda MX-5 Global Cup Miata (2016), make the following changes to the notes:

"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. Tires must conform to the Touring rules. Mazda hardtop, (part #0000-07-5902-ND) permitted with ~~+50lbs weight penalty.~~ *(if* a hardtop is used, latches shall be replaced with positive fasteners)."