

CLUB RACING BOARD

DATE: September 20, 2017

NUMBER: TB 17-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/2/2017 unless otherwise noted.

NOTE: This preliminary version of the Road 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 September 20.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FC

1. #22644 (Sandy Shamlan) Allow Alternate Pistons

In GCR section 9.1.1.B.16.b, first sentence, due to piston availability, add an alternate piston for the Zetec engine as follows:

"Only original Ford, ~~or~~ Sealed Power #H872cp, *or United Engine and Machine #SO2763* pistons may be used."

FF

1. #22512 (Julian Macias) Allow Additional Honda FF Heads

Effective 9/5/17, in 9.1.1.B.14.f., correct an omitted Honda Fit cylinder head part number, add the following to the existing list:

12200-RTW-A00 (2011-2013 Fit)

2. #22658 (Formula/Sports Racing Committee) Weight adjustment on FF cars

In GCR section 9.1.1.B.20.A.3, clarify as follows:

"Cars complying with the English FF rules under the Alternative Allowance Table which *exceed the maximum allowable SCCA body width of 95cm* add 25lbs."

P1

1. #22607 (Formula/Sports Racing Committee) Revise P1 Engine Table Line L and delete P1 Table L as follows:

Effective 1/1/18, delete P1 Table L in its entirety.

Effective 1/1/18, make the following changes in P1 Engine Table, Line L:

Max. Displ: ~~2500~~ **2300**

Restrictor: ~~See Table L~~ **30mm SIR**

Weight: ~~See Notes~~ **1425**

Notes: ~~See Table L~~

2. #22609 (Formula/Sports Racing Committee) Remove Spec Line A from P1 Table 1 (Spec Line Cars)

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line A. Competitors who wish to race the cars previously included in Spec Line A must meet either P1 or P2 specifications.

3. #22610 (Formula/Sports Racing Committee) Remove Spec Line B from P1 Table 1 (Spec Line Cars)

Effective 1/1/18, in P1 Table 1 (Spec Line Cars), delete Spec Line B. Competitors who wish to race the Shelby Can-Am may compete in the regional-only ASR class.

Effective 1/1/18, in GCR 9.1.8.F, change the title as follows:

SHELBY CAN-AM RACER CLASSIFIED IN ~~P1 AND~~ ASR.

4. #22611 (Formula/Sports Racing Committee) Remove Spec Line C from P1 Table 1 (Spec Line Cars)

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line C. Competitors who wish to race the Diasio D962R may compete in the regional-only ASR class.

5. #22614 (Formula/Sports Racing Committee) Revise P1 Table 1 (Spec Line Cars) Line D and GCR Section 9.1.8.I

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), Spec Line D, make the following change:

Marque: Elan DP02 **2.0L MZR**

Effective 1/1/18, in GCR Section 9.1.8.I, make the following changes:

2. Bodywork may be modified within the ~~CSR P1~~ rules (9.1.8.A-2.d **C.C.2**).

3. The only engines permitted ~~are~~ **is** the ~~Ford 2.3 liter Duratec or Mazda 2.0 liter MZR~~ as supplied by ~~Elan Power Products (EPP)~~ **Elite Engines (Elite)**. No modifications are permitted. The engine must have the four (4) ~~EPP Elite~~ numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by ~~EPP Elite~~.

P2

1. #22013 (Armen Megregian) Request Spec line in P2 for Non Carbon Tub CN Cars

Effective 1/1/18, in P2 Engine Table, Line E, make the following change to the notes:

"Approved engines list: MZR/Duratec, Honda K20, Ford Zetec, Pinto. For Pinto see line E, note 2 below. **Group CN non-composite chassis with Honda K20 may use stock 64mm single throttle body without inlet restrictor at 1500 lbs. minimum weight.**"

GCR

None.

Grand Touring

None.

Improved Touring

None.

Production

1. #22478 (Jason Lay) Approving Gen 3 v6 for Chevy Beretta

In EP, Chevrolet Beretta (88-90), change the engine information as follows:

Bore and Stroke: ~~89.0 x 66.8~~ **3.50 x 3.31**

Displacement: ~~2838~~ **3135**

Valves: (I) ~~40.6~~ **1.72** (E) ~~33.0~~ **1.42**

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #22532 (Bill Collins) C5 Corvette Dry Sump installation

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), correct the notes by adding the following language:

"The oil tank for either system may be installed in the current battery location and the OEM weight and size battery must be relocated to the same location as the 08 Corvette Z06; a battery mounting bracket and hardware equivalent to the GM 08 Corvette Z06 must be used."

T2-T4

1. #22574 (John Bauer) Require OEM Oversize Pistons

In GCR section 9.1.9.2.D.1.e.1, delete section 1.

~~"Cylinder bore dimensions shall remain as originally specified by the Factory Service Manual. No "oversize" bores shall be permitted."~~

In GCR section 9.1.9.2.D.1.a.5., move section 5 to 9.1.9.2.D.1.e.1. and clarify that OEM pistons are required as follows:

"Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. *Oversize OEM pistons are required.* This allowance does not apply to any car adhering to spec rules."

Note: If OEM oversize pistons are not available, the Club Racing Board will consider OEM equivalent aftermarket pistons. Requests can be sent to the CRB at www.clubracingboard.com, please provide the supplier, part number and any other pertinent information.

T3

1. #22477 (Ali Salih) Correct the following typos in Spec Line
Effective 9/5/17, in T3, BMW 335i (08-13), correct the displacement as follows:
~~2679~~ 2979

Effective 9/5/17, in T3, BMW 135i (08-13), correct the displacement as follows:
~~2679~~ 2979

2. #22482 (Todd Lamb) Spec line error, final drive for Spec Boxster
In T3, Porsche Spec Boxster, correct the final drive ratio as follows:
~~3.56~~ or 3.89