

## **CLUB RACING BOARD**

CLUB RACING BOARD MINUTES | November 7, 2017

The Club Racing Board met by teleconference on November 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Peter Keane, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, and Rick Harris, guest. The following decisions were made:

### **Member Advisory**

#### **AS**

1. #22964 (American Sedan Committee) New Members for the ASAC  
The American Sedan Advisory Committee is seeking new members for the American Sedan Advisory Committee. Please submit your resume through crbscca.com.

#### **Prod**

1. #23163 (Production Committee) Resumes  
The Production Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

#### **SM**

1. #23054 (Spec Miata Committee) Request for Committee Resumes  
The Spec Miata Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

#### **STU**

1. #23011 (Darrel Stein) STU 13B Allowances  
If a competitor wishes to use the 13B rotary in STU, he/she must either run per the chart in 9.1.4.1 Table B, or, if running the 13B with a single turbo (per 9.1.4.1) is used, the competitor must be run per the TIR Chart.  
The competitor may not run a Turbo and also take advantage of any kind of porting in a rotary. Approximate power output in STU is 120 WHP per liter of displacement.

### **No Action Required**

#### **AS**

1. #22705 (Ted Johnson) Engine Rule Changes  
Thank you for your suggestion. For GM cars, the CRB has recommended the LS3 only for the idea in letter #21800 (October 2017 Fastrack Minutes) due to its availability from General Motors. At this time, with this idea under development, the CRB is looking at one engine from GM and one from Ford so BOP considerations have the best chance for judicious implementation. The CRB plans to closely monitor the process, availability, and implementation. If approved, once the new program is well established, the CRB may consider adding additional engines to the program.

#### **FA**

1. #22917 (Matthew Gendron) Help the Pro Mazda  
Thank you for your letter. Please provide reliable dynamometer data for the configuration described and the CRB will consider your request.

#### **FC**

1. #22487 (Robert Wright) Open Wheel Racing in SCCA Club Racing  
Thank you for your letter. The CRB appreciates your feedback.

2. #23084 (Scott Vreeland) Spec Tire  
Thank you for your letter. Please see the response to letter #23070.

#### **GCR**

**1. #22675 (Charles Tanck) Require Minimum Weights on All Cars**

The CRB has reviewed your request and reviewed the classes that are impacted by this rule and determined that there is no proven need to expand the number of classes required to show their weight on the car, as there are whole classes that all have the same weight for all cars.

**FP**

**1. #22845 (Rick Haynes) Comments From the Runoffs**

Thank you for your letter.

**HP**

**1. #22117 (James Rogerson) Provide a Source for Readily Available FWD Dog Ring Gear Boxes**

Thank you for your request. The CRB does not recommend particular parts or manufacturers.

**SM**

**1. #22393 (Ralph Provitz) Revise the Contact Rules and Implement Training**

Thank you for your letter. The CRB is looking at this issue for all classes.

**2. #22557 (Kevin Wenzel) Contact Impound**

Thank you for your letter. The CRB is looking at this issue for all classes.

**3. #22634 (Orval Brown) Contact article**

Thank you for your letter. The CRB is looking at this issue for all classes.

**STU**

**1. #23048 (Patrick Waligore) Input on Letter #22346 (August Fastrack - Charles Tobel)**

Thank you for your feedback.

**T2-T4**

**1. #23091 (Darren Seltzer) Procedure for Data Collection for BOP**

Thank you for your letter. It will be forwarded to the data team.

**2. #23096 (Darius Trinka) Heater Core and Speaker Box Removal for 350Z**

Thank you for your letter. The rule is clear as written. Removal of both of these items is already permitted if you are racing your car in SCCA T3 class, and you have a copy of the Spec Z rules. A T3 declared Spec Z car is permitted all modifications allowed in Spec Z rules.

**Not Recommended**

**AS**

**1. #22757 (Ted Johnson) Engine Rule Changes**

Thank you for your suggestion. The CRB has no plans for flat plate restrictors on the carbureted (Full Preparation) cars. The Holley 600 is a restrictor by design, since by definition, the air flow is limited to 600 cfm.

**FC**

**1. #22649 (Robert Wright) Van Diemen Mazda MZR in FC**

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

**2. #23070 (Randall Smart) Spec Tire for 2018 Racing Season**

Thank you for your letter. The CRB does not recommend a spec tire for FC at this time but will consider options for the future.

**3. #23251 (Formula/Sports Racing Committee) Move F4 From FA to FC**

Thank you for your letter. The CRB does not recommend removing the F4 car from FA and creating a spec line in FC.

## **P1**

1. #22977 (Jason Miller) Displacement and Restrictor Change Request for 2-Cycle 6 Cylinder  
Thank you for your letter. The CRB does not recommend this change.

## **P2**

1. #22328 (Jay Novak) Move Large Displacement Motorcycle Engines to P1  
Thank you for your letter. The CRB does not recommend this change.

2. #22826 (Jay Messenger) Allow Alternate Rods and Camshaft for Ford Duratec in P2  
Thank you for your letter. The intent of the P2 rules is to retain the stock engine format except on "grandfathered" engine platforms. The CRB does not recommend this change as it is outside the class philosophy.

3. #22863 (Jay Messenger) Classify Former Pro Formula Mazda in P2  
Thank you for your letter. The CRB does not recommend this change.

4. #22978 (Jason Miller) Displacement and Minimum Weight Change Request for 2-Cycle 4 Cylinder  
Thank you for your letter. The CRB does not recommend this change.

5. #23056 (Mark Schnell) Duratec/MZR vs. Motorcycle Powerplant Parity  
Thank you for your letter. The CRB does not recommend these changes.

## **EP**

1. #22922 (Daniel Rolfe) Nissan 240SX (S13) Weight Reduction  
Thank you for your letter. More competition data on this car is required to justify a competition adjustment at this time.

## **FP**

1. #22960 (Keith Church) Help the FP Toyota Corolla  
Thank you for your letter. In qualifying at the Runoffs, older 2 valve cars sat 3rd, 4th and 8th on the grid. The 3rd and 4th position cars were MG Midgets that are very close to the Corolla based on displacement to weight. At present and based on the data available it does not appear appropriate to make any adjustments to the FP Toyota Corolla.

## **HP**

1. #22961 (Keith Church) Help the HP Corolla  
Thank you for your letter. For the 2017 Runoffs, older 2 valve cars sat 3rd, 6th, 7th and 8th on the grid. Those cars, based on displacement to weight, comp. ratio, valve lift, etc. have specifications very close to the Toyota Corolla. At present and given all the data available there does not appear to be a basis to adjust the HP Toyota Corolla.

## **Prod**

1. #22641 (Chuck Baaer) Change the Window Brace Requirements  
Thank you for your letter. The rule is clear and adequate as written.

## **STL**

1. #22656 (Jon Sewell) Allow Acura Type R OEM Head  
Thank you for your letter. Porting in STL is not permitted.

2. #22859 (Richard Laughlin) Re-Evaluate Weight Penalty of Rear Wheel Drive Cars in STL Class  
Thank you for your letter. Adjustments have been made to the Honda B series engines. Please see response to letter #22938, Technical Bulletin.

## **STU**

1. #22843 (Eric Heinrich) Modify NA STU Large Displacement Adjusters

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

2. #22855 (John Weisberg) Weight Reduction for Cars Not Able to Use the Maximum 245 Tire  
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor class performance.

3. #22925 (John Schmitt) K24 NA Adjustment  
Thank you for your letter. The CRB does not recommend this change at this time. Other adjustments have been made to STU, and the CRB will continue to monitor class performance.

4. #23000 (Brad McCall) Scion FR-S with Jackson Supercharger - Modify Specification Line  
Thank you for your letter. The CRB does not recommend this change at this time. Other changes have been made to STU. Please see the response to letter #21663, Hood Vents, August 2017 Fastrack Minutes. The CRB will continue to monitor performance.

#### **T2-T4**

1. #22918 (Darren Seltzer) Clarification for 9.1.9.2.4  
Thank you for your letter. The rules are adequate as written. There is no updating and backdating except on a spec line inclusive of the model years.  
For example, you may not take Scion FRS bodywork, install on a Subaru BRZ and run as a Scion FRS. These cars are on 2 separate spec lines.

2. #22985 (Darren Seltzer) Limit Rim Width Requirements, Not Tire Sizes  
Thank you for your letter. This is not recommended and the rule is adequate as written.

3. #23008 (Darren Seltzer) Runoffs Fuel Requirements  
Thank you for your letter. The CRB does not recommend this change at this time.

4. #23193 (Raymond Blethen) Clarify Rules for Suspension Bushings  
Thank you for your letter. The CRD does not recommend this change. Low cost, entry level, readily available parts are the focus for T3 and T4.

5. #23194 (Raymond Blethen) Change Max Camber Rule in Touring  
Thank you for your letter. The CRB does not recommend this change at this time.

#### **T4**

1. #22849 (Derrick Ambrose) Maximum Camber Rule  
Thank you for your letter. The CRB does not recommend this change. The camber rule is adequate as written with a 3.0 degree maximum that all cars can easily achieve.

#### **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).

#### **AS**

1. #22838 (Kevin Fandozzi) AS Restricted Prep Feedback  
Thank you for your feedback. 9.1.6.D.1.1.2.a. allows for factory equivalent clutch pressure plate and disc.  
Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

#### **B-Spec**

1. #22592 (John Bauer) Clarify Tire/Wheel Size

Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (Darren Seltzer) Update Tire Requirement in 9.3.44  
Add B Spec to the section 9.3.44 Tire Rule

#### 9.3.44. TIRES

Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec*, and Touring categories, any U rated, or better, DOT approved tire ~~are~~ *is* required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."

#### P1

1. #22959 (Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J

9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and change lettering of the below lines in the Table.

#### P2

1. #22694 (Paul Decker) Request to Allow Dual Element Rear Wings in P2  
Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches."

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches."

#### HP

1. #23081 (Steve Sargis) Level 1/2 1500 Spitfire in HP

Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

### **Prod**

1. #23082 (Steve Sargis) Alternate Carburetors in the Note Section of Specification Line In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:

If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. *Weber*
2. *Solex*
3. *SK*
4. *Mikuni*
5. *Delorto*
6. *Berg*
7. *PMO*
8. *EMPI*
9. *Zenith*
10. *Stromberg*
11. *SU*
12. *Rochester*

### **SM**

1. #21821 (Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars  
Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.

Eibach kit - front/rear bars 0000-04-5303-EB

Front 27mm non-Adjustable

Rear 15mm Adjustable

*-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320*

*Front 24mm Adjustable*

*Rear 15mm Adjustable*

2. #21854 (John Bauer) Shock Spec Data Review

Add to 9.1.7.C.3.a.1.:

*1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.*

3. #22615 (John Bauer) Fog Light Removal

Add to GCR to reflect common practice:

9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

### **STL**

1. #22464 (Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed

Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

#### Change Table A

Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

#### T2

1. #23174 (CJ Moses) Cold Air Intake for Evo 8/9 Specification Line  
Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)

Add to notes: *Buschur Racing Part# EVO-31023 permitted.*

#### T3

1. #23094 (Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3 Audi S4/S5  
Thank you for your request. In T3:

Audi S4 (12-14)

Audi S5 (13-14)

Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5  
Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:

*2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498.*

#### Taken Care Of

##### AS

1. #22706 (Ted Johnson) Engine Rule Changes

Thank you for your letter. The CRB has already identified a GM package with part numbers and is working the corresponding Ford package. The intention to specify part numbers has been a part of the idea since inception.

2. #22831 (Mitchell Mohler) Motor rules

Thank you for your letter. Please see the response to letter #21800, October 2017 Fastrack Minutes. Please submit another letter either for or against this idea.

##### FC

1. #23072 (Robert Allaer) Spec Tire for FC in 2018

Thank you for your letter. Please see the response to letter #23070.

##### FV

1. #22695 (Paul Tatum) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #22701 (Scott Meyer) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #22702 (Chris Elwell) Disc Brake Option in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #22707 (Aaron Meyer) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #22709 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #22728 (Jon Van de Car) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #22730 (Matt Carper) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

8. #22731 (Jon Van de Car) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

9. #22732 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

10. #22750 (Alexander Bertolucci) Disc Brakes in FV - Member Survey

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

11. #22751 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

12. #22752 (Bruce Rodman) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

13. #22771 (Trevor Carmody) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

14. #22788 (Nicholas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

15. #22861 (Stephen Saslow) Disk Brake Proposal #22456

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

16. #22899 (Brandon Abbott) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack

Minutes.

17. #22906 (Sherman Engler) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

18. #22923 (Sandy Thalheimer) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

19. #22971 (Fred Clark) Disc Brakes for FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

20. #22992 (Bill Dennis) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

21. #23001 (Matt Clark) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

22. #23009 (Sam Ryan) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

23. #23012 (JAMES KLEINKLAUS) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

24. #23027 (Albert Spadin) Disc brakes Rule Update 9.1.1.4.D

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

25. #23044 (Andy Pastore) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

26. #23046 (Russ Stalvey) Disc Brakes Proposal

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

27. #23052 (Brian Farnham) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

28. #23053 (Christopher Zarzycki) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

29. #23058 (Quinn Posner) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

30. #23113 (Jonathan Weisheit) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

31. #23150 (Guy Bellingham) Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
32. #23157 (Michael Hinkle) Proposed Disc Brake Rule  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
33. #23168 (Michael Sampson) Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
34. #23172 (John Petillo) Disc Brakes in FV - Member Survey  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
35. #23173 (Alan Varacins/ speed sport engineering) FV Disc Brakes  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
36. #23182 (Paul Faford) Disc Brakes on Formula Vee  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
37. #23198 (Thomas Pape) Disc Brakes  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
38. #23199 (Alan Varacins/ speed sport engineering) FV Disc brakes Addendum to Last Letter  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
39. #23200 (Mark Fosberry) #22456 Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
40. #23201 (Mark Fosberry) #22456 Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
41. #23202 (Mark Fosberry) #22456 Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
42. #23203 (Mark Fosberry) #22456 Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
43. #23204 (John Ferreira) Re: #22456 Disc Brakes in FV - Member Survey  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
44. #23205 (Colin Lawrence) 22456 Disc Brakes in FV  
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

45. #23206 (Tom Kenney) #22456 Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

46. #23207 (James Hill) Abstain From Proposed Disc Brake Rule

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

47. #23210 (David Carr) Proposed Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

48. #23212 (Dave Scaler) FV Disc Brake Rule #22456

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

49. #23213 (Alex Scaler) FV Disc Brake Rule (#22456)

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

50. #23214 (David Reynolds) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

51. #23217 (Tyler Reynolds) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

52. #23227 (Stephen Pastore) Disc Brake Rules Proposal #22456 Formula Vee

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

53. #23228 (John Melican) Disk Brake Input

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

54. #23229 (Austin Mckenna) Disc Brake Input

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

55. #23235 (Ed Shuler) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

## **P1**

1. #23175 (Jeff Shafer) Engine Table L

Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack Technical Bulletin.

## **P2**

1. #22963 (Jay Messenger) Follow up info to Letter 22826

Thank you for your letter. Please see the response to letter #22826.

## **GCR**

1. #22449 (James Crider) Proposed Changes to 6.1.1.B Yellow Flag Rules

Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

2. #22451 (Jessie Honigs) Clarification of Yellow Flag Rules  
Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

3. #22821 (David Rodman) #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag  
Thank you for your feedback.

### **STL**

1. #22840 (Eric Heinrich) Another Year of Honda Dominance in STL  
Thank you for your feedback. Please see response to letter #22938, Technical Bulletin.

### **STU**

1. #22851 (John Weisberg) Allow Hood Vent  
Thank you for your feedback. Please see response to letter #21663, August 2017 Fastrack Minutes.

2. #23047 (Patrick Waligore) Input on Letter #21663 (August Fastrack - Brad McCall)  
Thank you for your feedback. Please see the response to letter #21663, August 2017 Fastrack Minutes.

### **What Do You Think**

#### **FC**

1. #22958 (Robert Wright) Sequential Gearbox in FC  
Should 9.1.1.B.17 be modified to permit the use of a sequential shift gearbox for FF/FC?  
Please submit your feedback through crbscca.com.

#### **SM**

1. #22900 (Jim Drago) Rear Camber/Upper Control Arms  
The Club Racing Board is seeking feedback on the following idea. Please submit your comments through crbscca.com.

Should the CRB recommend the change suggested below:

Add in 9.1.7.C.3, item t.: On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added.

### **RESUMES**

1. #23128 (Darren Seltzer) Resume B-Spec  
Add Darren Seltzer to the B Spec Committee.

2. #22868 (John Buttermore) Resume for Ad-Hoc Committee  
Thank you for volunteering for T-1 Ad Hoc committee.

3. #23215 (Bradley Davis) Request for Committee Appointment  
Add Brad Davis to the B Spec Committee.

## CLUB RACING TECH BULLETIN

DATE: November 20, 2017

NUMBER: TB 17-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2017 unless otherwise noted.

### American Sedan

1. #22685 (Mitchell Mohler) Allow Cold Air Intake to Replace Unavailable Unit for Mustang In AS, Ford Mustang Coupe GT4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder, add to the Notes as follows:

*“K&N 69-3523KP cold air intake permitted.”*

### B-Spec

1. #21400 (B-Spec Committee) restrictor plates for sonic, 15+ fit, kia In B-Spec, Chevrolet Sonic (12-16), make the following changes:  
“~~36mm~~ **34mm** flat plate restrictor required.”

In B-Spec, Honda Fit (2015-), make the following changes:  
“~~34mm~~ **32mm** flat plate restrictor required.”

In B-Spec, Kia Rio 5-door/LX (12-14), make the following changes:  
“~~40mm~~ **38mm** flat plate restrictor required.”

In B-Spec, Mini Cooper (2011-), change the weight and add a restrictor as follows:  
Weight ~~2575~~ **2625**  
Notes: “**40mm flat plate restrictor required.**”

### Formula/Sports Racing

#### FA

1. #23156 (Formula/Sports Racing Committee) Revise Pro Formula Mazda spec line Effective 1/1/18, in FA Table 2, Pro Formula Mazda spec line, make the following changes:

Weight: ~~4275~~ **1305**

Notes: “All current FA rules apply *to areas not covered by this spec line.*”

#### P1

1. #23121 (Formula/Sports Racing Committee) Revise P1 Engine Table, Line L Effective 1/1/18, make the following change in P1 Engine Table, Line L:

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

Min. Weight: ~~4425~~ **1450**

Notes: “*Up to 2000cc may run at 1400 lbs. min. weight*  
*Up to 2300cc may run at 1425 lbs. min. weight.*”

## GCR

None.

## Grand Touring

### GT3

1. #23142 (John Bauer) Clarify Rotary Porting Notes

In GT3, all non-street port rotary spec lines, remove "Contact National Office for specific details of various allowable port configurations." from notes.

## Improved Touring

None.

## Production

1. #22535 (SCCA Staff) Clarify ducting air to cool intake manifold

In GCR section 9.1.5.E.2.b.7, clarify the last sentence of the paragraph as follows:

"*Non-stock* plating, painting, *covering* or coating of the intake manifold is prohibited."

## Spec Miata

None.

## Super Touring

### STU

1. #22499 (Patrick Waligore) 5% weight reduction for engines bored .040(1mm) over

In GCR section 9.1.4.1.H clarify section 3 & 4 as follows:

"3. Normally-aspirated engines *with stock displacement of* 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%."

"4. Normally-aspirated engines *with stock displacement of* 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%."

2. #22854 (John Weisberg) weight penalty for sequential transmission

In GCR section 9.1.4.1.C.2, change the sequential shift penalty as follows:

"Transmission and ratios are free. Forward gears are limited to 6 speeds. Cars with ~~aftermarket~~ sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by ~~400 lbs~~ *3.5%*."

3. #22889 (Super Touring Committee) Turbo Engines

In GCR section 9.1.4.1.H.5, clarify the list of turbocharged engines as follows:

"Factory turbocharged ~~cars~~ *engines* must run the stock turbo or any turbo from the following list:"

4. #22890 (Super Touring Committee) Change Super Charger Pulley Size on HKS S2000

In STU, Table B, Honda S2000 2000cc, change the supercharger pulley size as follows:

"HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~420mm~~ *130mm* diameter, crankshaft pulley diameter 152.3mm."

In STU, Table B, Honda S2000 2157cc, change the supercharger pulley size as follows:  
“HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~420mm~~ **130mm** diameter, crankshaft pulley diameter 152.3mm.”

5. #22939 (John Schmitt) Direct Injection Engine Weight Adder

In GCR section 9.1.4.1.H.6, add a direct injection weight modifier as follows:

“All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater. **Turbocharged engines utilizing Direct Fuel Injection (DI) shall increase their minimum weight by 3%.**”

6. #23116 (Super Touring Committee) Hood Vents

Clarify section 9.1.4.1.2 from letter #21663, which was approved in the August BoD meeting and becomes effective 1/1/18, by adding the following:

“Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum **combined** total area of the vents shall not exceed 200 square inches.”

## Touring

### T2-T4

1. #22891 (David Mead) change a/c removal to allow retention of auxiliary fans  
In GCR section 9.1.9.2.D.3.a.2, change the cooling system language as follows:

“Any radiator **and fans** ~~is~~ **are** permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine.”

2. #22924 (Darren Seltzer) Correct BRZ/FRS/86 Brake Specs

In T4, Subaru BRZ (13-16), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Subaru BRZ (17+), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Toyota 86 (17+), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Scion FRS (13-16), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

3. #23188 (Raymond Blethen) Clarify Rules Removing Catalytic Converter

In GCR section 9.1.9.2.D.1.h, clarify the section as follows:

1. T2-T4: **Exhaust systems after the exhaust header manifold are free.** ~~All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing.~~ If the catalytic converter is part of the stock exhaust

header, it is permitted to modify the stock header only to replace the catalytic converter with a pipe tube of the same diameter inlet. and outlet. ~~The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the factory downpipe/header/exhaust manifold, or allowed header on spec line, provided:~~

~~a. Said replacement system retains the original configuration, e.g., single or dual, etc.~~

4. #23189 (Raymond Blethen) Allow 2-cycle oil additives in pre-mix for rotary engines  
In GCR section 9.1.9.2.D.2, add a new section b as follows:

*“Rotary engines can pre-mix gas with 2-cycle oil additives. See section 9.3 for more details.”*

### **T3**

1. #23119 (Scotty B White) Ecoboost Parts

In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:

*“SpeedFactory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted.”*

### **T4**

1. #22848 (Derrick Ambrose) 2014-up Mazda 3 Spring Rate Increase

In T4, Mazda3 (14-16), change the notes as follows:

*“Any spring up to ~~500lb~~ 650lb front and ~~800lb~~ 900lb rear springs may be used.”*

2. #22980 (David Zink) Help the Mustang

In T4, Ford Mustang V6 (05-10), change the spec line as follows:

Weight: ~~3375~~ 3325

Notes: *“Aftermarket wheels permitted at 25 pounds.”*

3. #22998 (Michael Pettiford) Solstice Adjustments

In T4, Pontiac Solstice/Saturn Sky (06-09), change the notes as follows:

*“Header permitted. Any LSD Permitted. Limited slip differential (G80).”*

4. #23191 (Raymond Blethen) Change Weight to BRZ/FRS Model Cars

In T4, Scion FR-S (13-16), add to the notes as follows:

*“55mm flat plate restrictor required. Only 17” wheels permitted.”*

In T4, Subaru BRZ (2017-), add to the notes as follows:

*“55mm flat plate restrictor required. Only 17” wheels permitted.”*

In T4, Toyota 86 (2017-), add to the notes as follows:

*“55mm flat plate restrictor required. Only 17” wheels permitted.”*