

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | December 5, 2017

The Club Racing Board met by teleconference on December 5, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

AS

1. #23597 (Club Racing Board) Letter #21799, Tire Rule

The Board of Directors did not approve this rule. Therefore, there is no change for 2018 for tires in American Sedan.

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During the Season

In part, based on the results of the WDYT, the CRB will continue with the current schedule of recommended rule changes, car classifications, performance adjustments and Tech Bulletins.

- New Touring cars will be classified up until March 1st. New classifications will not be made after that date.
- All classes are subject to balance of performance adjustments driven by member requests and available data.
- No competition adjustments will be made after the July CRB meeting.
- Throughout the year, Technical Bulletins will be issued to fix errors and omissions, or to address parts availability issues.
- As in 2017, recommended rule changes after the Convention BoD meeting in January 2018 will be effective for 2019. Extreme cases will continue to be reviewed on a case by case basis.

All Touring Classes

1. #23605 (Club Racing Board) Touring Classes BOP Adjustments

The CRB has made changes to Touring cars in the December 2017 Fastrack and in this, January 2018, Fastrack. Some cars were given more performance and others had performance reduced. Please see these two Fastracks for changes in your class that should help balance performance across your class (REC and TB categories).

No Action Required

FA

1. #23451 (Matthew Gendorn) 2.3 Duratec Engine Information

Thank you for your letter. Please provide reliable dynamometer data for the Renesis rotary with "Street Port or Bridge Port" as permitted in P1 and the CRB will consider your request.

FV

1. #23234 (Derek Harding) FV Spec Tire

Thank you for your letter. A spec tire for FV will not be implemented for the 2018 season however, the FV Ad Hoc committee is working on a plan for the future.

P1

1. #23350 (Keith Carter) CN Changes

Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22959.

2. #23439 (Jeff Lederman) P1 Proposal #22959, December 2017 Fastrack

Thank you for your letter. The CRB appreciates your feedback.

GTL

1. #22948 (Mark Ward) SIR Test Procedure

Thank you for your letter. The test is adequate as written. Tech is responsible for testing that spec.

STL

1. #23295 (David Mead) 9.1.4.2.B 13B Turbo Engines in STL

Thank you for your request. Competitors may run a 1" adapter plate for the intake manifold.

STU

1. #23292 (David Mead) Limitations on Rotary Porting in Turbo Applications

Thank you for your letter. Your insight is appreciated.

T2-T4

1. #23293 (David Mead) I Disagree With Interpretation of 9.1.9.2.4

Thank you for your letter. This was clarified in the December 2017 Fastrack, letter #22918.

T4

1. #23256 (David Mead) 2017 Civic EX-T Is T4 Overdog

Thank you for your letter.

Not Recommended

AS

1. #22348 (Kevin Fandozzi) Limited Prep Fourth Gen Camaro LS1 Power Add

Thank you for your request. Changes are in process for other American Sedan cars to balance performance in the class. The CRB does not recommend changes to this car at this time and the CRB will continue to monitor the class.

2. #23049 (Brian Himes) Weight Penalty on Full Prep Cars Over 313 CID

Thank you for your letter. Data analysis indicates that the potential performance for Full Preparation cars with engines over 313 CID at the current weight is comparable to other Full Preparation cars.

FC

1. #23325 (Cade Wilson) Proposal for Alternate Engine Packages in FC

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

2. #23326 (Cade Wilson) Allowance of Fit Motor and Small Turbo Kit (To Be Developed)

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

P1

1. #23580 (Kenneth Driver) Request to Add Decker Mk1

Thank you for your letter. The CRB does not recommend this change. The car is already competitively classed in P2.

P2

1. #22862 (Jay Messenger) Carbon Tubs for Increased Safety in P2

Thank you for your letter. The CRB does not recommend this change, which would involve a substantial deviation from the philosophy of the P2 class. Although carbon chassis cars that

are available on the used car market at a relatively low cost could potentially be converted to P2 cars, these cars would offer a performance advantage in P2 and drive the class forward in speed, which would not be a benefit to the class. Please see the response to Letter #22863, December 2017 Fastrack Minutes.

2. #23371 (Jay Messenger) Mazda ESR motor

The CRB does not recommend this proposal; it is not in keeping with the P2 class philosophy (with limited exceptions) using stock engines. There is no current data, using the SCCA PF formula or on track data, supporting the position the automotive 2000cc engines are at a deficit. Please consider submitting current engine dyno data for comparisons with other class engine platforms.

3. #23372 (Jay Messenger) Spec Line Cars and/or Changes to Former DSR Cars

Thank you for your letter. The CRB appreciates your comments and suggestions.

4. #23530 (Mark Schnell) Request Head Modification For 2L Duratec/MRZ

Thank you for your letter. Please see the response to letter #23371.

GCR

1. #22881 (John Buttermore) Member Poll: Qualifying a Driver with Car

Thank you for your letter. Drivers qualify for the Runoffs not cars. There are too many drivers who rent cars to compete to make them choose one specific car to qualify with.

2. #22936 (PAUL GAUZENS) Amend Section 6.1.1. for Virtual Safety Car

Thank you for your letter. The use of full course Yellow Flags and including the use of other signals to drivers on course can be addressed in the Supplemental Regulations.

3. #22941 (John Tures) Drivers School and Track Night America

Thank you for your letter. The Track Night in America model is to provide a safe environment for people to experience track time. Adding Novice Permit holders to the sessions could intimidate first time participants. Also, Track Night in America does not allow the use of race cars in their sessions.

4. #22966 (David Reynolds) Enforce the 115% Rule

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

5. #22983 (Darren Seltzer) Standardize Measuring Camber

Thank you for your letter. The Technical Manual is being currently revised by the scrutineers. The CRB will pass along your comments to them for consideration.

GT2

1. #22828 (Scott McPherson) Reclassify 4 Liter Porsche 997.1 (2008) GT3 Cup Car to GT2

Thank you for your letter. The 2008 997.1 Cup Car did not come with a 4L engine.

2. #23083 (Scott Sanda) TA2 Car Weights

Thank you for your letter. For 2018, the GTCS TA2 rules will be frozen to the 2017 rule set.

GT3

1. #19250 (Tom Noble) 2016 BMW M235i Racing Class Confirmation

Thank you for your request. The car is classified in T2.

2. #22999 (Craig Johnson) Run GT3 Nissan KA24de Weight Penalty

Thank you for your letter. The engine is adequate as classified.

EP

1. #23170 (Dave Kavitski) Weight Adjustment for Porsche and BMWs

Thank you for your letter. Based on the results of qualifying at the Runoffs in EP and the competition history of the involved cars over the years, it is evident the Porsche and BMW are

reasonably competitive but not class over dogs.

2. #23289 (Kevin Leigh) Reduction of Intake Valve for E36 (92-95)

Thank you for your letter. Reducing the weight of a car to offset use of a smaller intake valve is not an accepted way of altering the performance of a car in the Production classes.

FP

1. #23144 (Christopher Finch) Use of Fiberglass or Carbon Doors

Thank you for your letter. The proposed change will not reduce costs and used doors (particularly for the example given-Miata) are readily available.

2. #23159 (Norm Murdock) F Production Capri Spec Line Change Request

Thank you for your letter. The formula for the adjustment of track in Production is applied to all cars and it is not believed any exceptions exist in the specification lines. Alternate rotors are allowed only if the stock rotors are clearly inadequate or present a likely failure point.

HP

1. #23169 (Ron Bartell) Parity in H Production

Thank you for your letter. Actually, the Yaris posted the third quickest trap speed. Based on the results of competition in HP over the last several years and comparing the specifications for the Yaris to other competitive cars in the class it is apparent that while the Yaris has done well, its specifications and performance are within the established range for HP, and the car is not overly competitive.

2. #23437 (Michael MacQueen) Request for Weight Adjustment, MG Midget 1098

Thank you for your request. Hybrid cars have been allowed in the Production classes but with level 2 engine preparation, not with level 1 engine preparation. This car is already classed as a level 1 car with competitive specifications.

SM

1. #23312 (Spec Miata Committee) Rear Control Arm Modification

The CRB does not recommend this change.

STL

1. #23122 (Blake Meredith) Allow Remote Master Cylinders

Thank you for your letter. The CRB does not recommend changing this prep level in STL.

2. #23307 (Charlie Burtoff) Fenders and Wheel Openings Shall Remain Unmodified?

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

STU

1. #23062 (John Weisberg) Over Mount Wing Mounts

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

2. #23414 (Steven Simpson) Support for Hood Vent Allowance in Super Touring

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

T1

1. #22867 (John Buttermore) Remove Restrictor Plate From T1-LP Corvette LS3

Thank you for your letter. The CRB does not recommend this change at this time. TYFL. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

2. #22942 (John Buttermore) Limited Prep Competitiveness

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes

recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

3. #23087 (John Buttermore) Runoffs Performance

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

4. #23369 (Adrian Wlostowski) Rule Change Request for T1-LP C6 Corvette With Stock LS3 Engine

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

T2

1. #22202 (Derek Kulach) 370Z World Challenge Wing/Splitter Allowance

Thank you for your letter. Recent changes have been made to Touring 2. The CRB will continue to monitor the class.

2. #22203 (Richard Kulach) Update the 370Z PWC Crossover Rules

Thank you for your letter. The CRB does not recommend this for T2 and it is beyond the class philosophy. Other changes have been recommended for T2 and the CRB will continue to monitor the class.

3. #22296 (Derek Kulach) Rear Hatch Allowance

Thank you for your letter. The CRB does not recommend this for T2 and it is beyond class philosophy.

4. #22343 (Rob Huffmaster) Make the Pontiac Solstice More Competitive

Thank you for your letter. Changes have been made for this car for 2018. Please see the response to letter #23605.

5. #22344 (Rob Huffmaster) Stock Solstice Turbo Compressor Information

Thank you for providing this information. Please see the response to letter #22343.

6. #22345 (Rob Huffmaster) Borg Warner EFR 6758 Turbo Compressor Information

Thank you for your letter. Please see the response to letter #22343.

7. #22440 (Kurt Rezzetano) 2015-Current Mustang GT Tire Size/Restrictor Plate Size

Thank you for your letter. Please see the response to letter #23605.

8. #22660 (Ryan Upham) Allowance of Rear Gear BMW Part #3318321899 4:10 Gear Ratio

Thank you for your request. The CRB does not recommend this final drive ratio as it did not come with this vehicle. Swapping or adding a final drive is against class philosophy.

9. #22661 (Ryan Upham) Allowance of BMW #51628065379 M235R Rear Wing

Thank you for your letter. The CRB does not recommend this because it was not an option on the car from the factory.

10. #22825 (William Moore) Camaro Competition Adjustment 80mm Restrictor

Thank you for your letter. A restrictor size change is not recommended, however additional changes have been made. Please see the response to letter #23605.

11. #22875 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE

Thank you for your letter. A restrictor size change is not recommended at this time; however, additional changes were made. Please see the response to letter #23605.

12. #22896 (Scotty B White) Help the S550

Thank you for your letter. Please see the response to letter #23605.

13. #22943 (John Buttermore) Help C6 Competitiveness in T2

Thank you for your letter. Increasing the restrictor size is not recommended for this specification line; however, additional changes have been recommended for T2. Please see the response to letter #23605.

14. #22953 (Carl Fung) Allow GM Crate Motor LS3 in C5 Corvette

Thank you for your letter. The LS3 motor is permitted in the C5 in T1 in limited and full prep allowances. Allowing this motor swap in T2 is not recommended. If you would like to do this swap you should take a look at the T1 limited prep class.

15. #22986 (David Sanders) Increase Tire Size for All Cars in T2

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

16. #22997 (Michael Pettiford) Solstice GXP Turbo Adjustments

Thank you for your letter. The CRB does not recommend this. Recent adjustments have been made to this car. Please see the response to letter #23605.

17. #23004 (Harley Kaplan) A Little Help for the E92 M3

Thank you for your letter. The GTS/GT4 wing and splitter is not recommended for T2. Other changes have been made for T2 for 2018. Please see the response to letter #23605.

18. #23090 (John Buttermore) C6 LS3 Restrictor Size Change

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

19. #23135 (Thomas "Tom" Noble) BOP Adjustments to the Boss 302 Mustang for 2018

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

20. #23245 (Howard (Buz) McCall) BMW E92 Adjustment Request

Thank you for your letter. This is not recommended, however other changes have been recommended for T2. Please see the response to letter #23605.

21. #23294 (Derek Zalewski) Chevrolet Camaro SS/1LE - Optional Allowances Request

Thank you for your letter. Recent changes have been made for this car. Please see the response to letter #23605. The parts you are requesting with the exception of the aero are already permitted in the T2 category rules.

T2-T4

1. #22895 (Scotty B White) Camber Rule

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

2. #22912 (Joe Aquilante) Help Performance of T3 Mustang V6

Thank you for your letter. Please see the response to letter #23605.

3. #22915 (Joe Aquilante) T4 2005-2010 Mustang Weight and Restrictor Reduction

Thank you for your letter. Please see the response to letter #23605.

4. #22984 (Darren Seltzer) Adjustment of Camber Allotments for Touring

Thank you for your letter. The CRB does not recommend this change. The max camber rule of 3.0 is adequate as written and allows all T4 cars a method to get to 3.0 max camber.

5. #23075 (Matthew Miller) Help Mustang

Thank you for your letter. Please see the response to letter #23605.

6. #23250 (Joe Aquilante) Allow More Front Camber

Thank you for your letter. The rule is adequate as written and the CRB does not recommend changing this.

7. #23374 (Raymond Blethen) Remove Allowance for Eccentric Bushings in 5.1.a T2-T4

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

T3

1. #22663 (Lenny Torrence) Allow Alternate Radiator and Ball Joints for Mustang

Thank you for your letter. Radiators are open in T3. If one is on a specification line it is allowed but not required.

Alternate OEM equivalent parts are allowed, but the Steeda part noted is a performance enhancing part and therefore not permitted.

2. #22827 (Ali Salih) Please Adjust BMW SpecE46 in T3

Thank you for your letter. Please see the response to letter #23605.

3. #23066 (Scotty B White) T3 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

T4

1. #22834 (Josh Smith) T4 Class weights

Thank you for your letter. It generated a lot of good discussion. Please see the response to letter #23605.

2. #22892 (Ali Naimi) Help Speed UP MX-5

Thank you for your letter. Please see the response to letter #23605.

3. #22940 (John Tures) Removing the 50mm Flat Plate Restrictor From Mustang V6

Thank you for your letter. Please see the response to letter #23605.

4. #22945 (Josh Smith) Allow MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

5. #22969 (Rich Grunenwald) Competition Adjustment - 2005 - 2010 Ford Mustang V6

Thank you for your letter. Please see the response to letter #23605.

6. #23057 (Steve Strickland) I Support #22945 Re: MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

7. #23065 (Scotty B White) T4 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

8. #23073 (Kevin Fryer) Letter #23055 and #23057

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

9. #23181 (Scotty B White) T4 Mustang Help

Thank you for your letter. Please see the response to letter #23605.

10. #23247 (David Mead) Allow Aftermarket Wheels For All T4 Cars

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

11. #23277 (Tim Wise) Maintaining Current Equality of T4 Class, Lower All T4 Weights

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

Recommended Items for 2019

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.

FC

1. #22970 (Randall Smart) Pinto Longevity Improvement

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP, ~~or~~ J&E or **Wiseco**. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: **6. Wiseco piston P/N TBD with rings, pin, Crower connecting rod P/N TBD (with bolts), but without bearings: Minimum permitted weight = TBD grams.**

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). **Alternative Crower connecting rod part number TBD is permitted. It's length must be TBD inches (+.005 -.010"). This rod may be used only with Wiseco piston part number TBD as provided above. Any rod bolts may be used. Floating piston pins may be used.** Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 **or Weber 38DGES (27mm venturis)** carburetor may **also** be used; ~~carburetor with the~~ Swaged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted, ~~and~~ Jets may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

GCR

1. #21912 (Frank Todaro) Contact Impound for Regional Racing

The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: **E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.**

2. #23575 (GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months:~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months:~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years:~~

D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. you are licensed for. If you do not have a copy of your Specialty Manual, Contact your Divisional Specialty Administrator for a copy.

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (GCR Committee) Change Split Start Procedure to Allow Gap Starts
The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a "gap start". The basic difference is the GCR split start calls for two separate Green Flags. The "gap start" calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would

remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties, Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
2. Determine whether Officials are at their posts and report any absences to the SOM.
3. Ensure that all Officials and workers are provided with necessary information.
4. Collect all reports and other official information to determine the results.
5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.
6. Authorize a change of driver or car.
7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
8. Prevent an ineligible driver from competing.
9. *Modify the Split Start procedures.*

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

Change in 3.7.4.C.: ~~All Runoffs-eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

ST

1. #23244 (Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (Eric Thompson) OEM and LKQ Front Bumper Discontinued
Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change

9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2

1. #23068 (Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS
Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the specification line:

Chevrolet Camaro, 1LE (2016-)
Wheels: ~~18x10 (F) 18 x11 (R)~~ **18 x 11**

T2-T4

1. #23190 (Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:

E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ *These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until*

the following calendar year.

2. #23254 (Touring Committee) 2018 Rule Recommendation Rear Toe Links
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative camber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (Touring Committee) Clean Up Air Conditioner Section
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: 1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, *The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.*

4. #23537 (Touring Committee) Clean Up Gauges in Touring
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted,~~ *Add on gauges are permitted* and shall perform no other function other than their primary use.

5. #23538 (Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.*

Taken Care Of **AS**

1. #22363 (Kevin Fandozzi) Fourth Gen Camaro Restricted Prep
Thank you for your letter. Please see the response to letter #22348.

F500

1. #23515 (Brad Smith) Proposal #22380 (Rub Strip)

Thank you for your letter. Please see the response to Letter #22380, September 2017 Fastrack Minutes, which was approved as recommended, December 2017 Fastrack Board of Directors Minutes.

FC

1. #23185 (Paul MacFarlane) Proposed Changes to Formula Continental - Pinto Engine Specs
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

2. #23187 (Troy Tinsley) Letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

3. #23195 (Gray Fowler) Changing the Pinto Formula Continental
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

4. #23197 (Richard Kirchner) Paul McFarlane's letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

5. #23324 (Cade Wilson) Proposal to Investigate Pinto Parity Issues
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

FV

1. #23381 (Raymond Carmody) Disc Brakes
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #23383 (Robert Murray) Disk Brake Package
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #23385 (Matthew Garwood) Disc Brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #23392 (Susan Ryan) Disc Brake Considerations
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #23407 (Jack Maloney) Disc Brake Package For FV
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #23423 (Desmond Ennis) Disc brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #23438 (Dermot Ennis) Disc brake in Formula Vee
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1

1. #23284 (Thomas Hamilton) Allow 2.5 Liter Engines With Old Restrictions
Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack

Technical Bulletin.

GCR

1. #21994 (Tyler Brown) Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.
2. #22257 (Peter Olivola) Feedback for #21912: Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.
3. #22262 (Eric Heinrich) Reply to WDYT #21912 Contact Impound
Thank you for your letter. Please see the response to letter #21912.
4. #22327 (Paul Gauzens) Feedback for Letter #21912: Add an Impound Requirement
Thank you for your letter. Please see the response to letter #21912.
5. #22408 (Darren Seltzer) Automatic Impound for On Track Incidents- Letter #21912
Thank you for your letter. Please see the response to letter #21912.
6. #22562 (Greg Amy) Feedback, Letter #22432
Thank you for your letter. Please see the response to letter #22432.
7. #22567 (Christopher Childs) Letter #22432
Thank you for your letter. Please see the response to letter #22432.
8. #22568 (Mark Wheaton) Contact Impound
Thank you for your letter. Please see the response to letter #21912.
9. #22569 (Mark Rozycki) Contact Article by Jim Wheeler
Thank you for your letter. Please see the response to letter #21912.
10. #22619 (Jim Drago) Adjustments
Thank you for your letter. Please see the response to letter #22432.
11. #22638 (James Bell) On Track Contact
Thank you for your letter. Please see the response to letter #21912.
12. #22723 (Lansing Stout) #22432 BOP
Thank you for your letter. Please see the response to letter #22432.
13. #22779 (Ann Chamberlain) Comment on Oct. 2017 SportsCar Article
Thank you for your letter. New Yellow Flag Rules will be effective 1/1/2018. Please see the response to letter #20619, September 2017 Fastrack Minutes. Thank you for your observation on the flag presentation in the SPORTSCAR Article.

GT2

1. #22100 (Guy Laidig) BMW M235iRacing into GT3
Thank you for your letter. Please see the response to letter #19250.

GT3

1. #19436 (Tom Noble) Amendment to Letter #19250
Thank you for your letter. Please see the response to letter #19250.
2. #19666 (Patrick Womack) BMW M235R
Thank you for your letter. Please see the response to letter #19250.
3. #21192 (David Fedler) World Challenge TC Class BMW M235iR
Thank you for your letter. Please see the response to letter #19250.

4. #21193 (David Fedler) BMW M235iR National Classification
Thank you for your letter. Please see the response to letter #19250.
5. #21316 (Toby Grahovec) 16 BMW M235i Racing
Thank you for your letter. Please see the response to letter #19250.
6. #21459 (Toby Grahovec) BMW M235iRacing in GT3
Thank you for your letter. Please see the response to letter #19250.
7. #21461 (David Fedler) BMW M235iR for GT3 - On Club Racing Board Agenda for 2/10
Thank you for your letter. Please see the response to letter #19250.
8. #21468 (Jason Hart) BMW M235i Racing in GT3
Thank you for your letter. Please see the response to letter #19250.
9. #21913 (Michael Heintzman) Response to Letter #21760
Thank you for your letter. Please see the response to letter #19250.
10. #21917 (Chris Howard) Response to the Current GT3 Proposal
Thank you for your letter. Please see the response to letter #19250.
11. #21949 (John Mills) Do Not Add Cars That are Non-Compliant in GT3
Thank you for your letter. Please see the response to letter #19250.
12. #21956 (Jerry Lustig) New Additions to GT3
Thank you for your letter. Please see the response to letter #19250.
13. #21972 (Craig Allen) BMW M235iR in GT3
Thank you for your letter. Please see the response to letter #19250.
14. #21980 (Tom Wedel) BMW M235iR to GT3
Thank you for your letter. Please see the response to letter #19250.
15. #21999 (Bill McGavic) Concerned About Adding New Cars in GT3
Thank you for your letter. Please see the response to letter #19250.
16. #22023 (Bill Davis) Response: BMW M235iR Cars and Other TCR Series Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

GTL

1. #22524 (Kyle Disque) 24mm SIR Cars Taking the +100lbs/UNR Option
Thank you for your letter. Please see the response to letter #22523, Technical Bulletin.
2. #22528 (Peter Zekert) Error in Current Rule 9.1.2.k GTLite Weights and SIR Size
Thank you for your letter. Please see the response to letter #22523.
3. #22537 (Rusty Bell) 3 Valve Honda Engine Adjustment Error
Thank you for your letter. Please see the response to letter #22523.

SM

1. #23290 (David Wheeler) Slotting Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
2. #23304 (Tyler Brown) Rear Upper Control Arms Modification
Thank you for your letter. Please see the response to letter #23312.

3. #23313 (Eric Matoy) Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
4. #23319 (Kyle Webb) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
5. #23364 (Michael (MEATHEAD) Collins) Rear Upper Control Arm Slotting
Thank you for your letter. Please see the response to letter #23312.
6. #23367 (Eric Jones) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
7. #23427 (David Ciufu) Slotting Rear A Arm
Thank you for your letter. Please see the response to letter #23312.
8. #23441 (Steve Scheifler) Slotting of Upper Rear Control Arms As Proposed
Thank you for your letter. Please see the response to letter #23312.
9. #23463 (Mike Higgins) Slotted Control Arms for Camber
Thank you for your letter. Please see the response to letter #23312.
10. #23467 (William Keeling) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
11. #23486 (Frank Todaro) Slotted Rear Upper Control Arm
Thank you for your letter. Please see the response to letter #23312.
12. #23489 (Brandon Fetch) Rear Upper Control Arm Allowance
Thank you for your letter. Please see the response to letter #23312.
13. #23501 (Jim Drago) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
14. #23545 (Ron Gayman) Upper Rear Control Arm Slots
Thank you for your letter. Please see the response to letter #23312.
15. #23548 (Campbell Charlie) Rear Camber Via Offset Bushing Not Slotting
Thank you for your letter. Please see the response to letter #23312.

STU

1. #23311 (Jeronimo Esteve) Wheel Widths
Thank you for your letter. Please see Letter #20795, January 2017 Fastrack Minutes.
The Super Touring class is managed through "commonizing" as many 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.

T1

1. #22995 (Michael Pettiford) Help the Corvette C6
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.
2. #23378 (Joseph Gaudette) Adjust Restrictor Plate Size for LS6 Engine in C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.
3. #23379 (Joseph Gaudette) Reduce Weight of LS6 Powered C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.

4. #23380 (Joseph Gaudette) Remove 5mm Penalty for Full Aero on C5 Corvette
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

T2

1. #21584 (Ron Randolph) Clarify Porsche Cayman Rear Wing Allowance
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

2. #21899 (Craig Anderson) Porsche 997.2 Carrera S 2009-2012
Thank you for your letter. Please see the response to letter #22887, Technical Bulletin.

3. #22226 (Allen Davis) Porsche 3.8 RSR Wings in Spec Lines
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

4. #22529 (Ken Billimack) BMW E46 Cold Air Intake
Thank you for your letter. Please see the response to letter #22662, Technical Bulletin.

5. #22874 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

6. #23067 (Jim Leithauser) Kaplan Request Concerning E92 M3
Thank you for your letter. Please see the response to letter #23605.

7. #23071 (Curtis Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

T2-T4

1. #22839 (Eric Heinrich) Another Year of Nissan and Toyota Dominance
Thank you for your letter. Please see the response to letter #23605.

T3

1. #22898 (Marshall Mast) Weight/Restrictor Change Ford 11-14 V6 Mustang
Thank you for your letter. Please see the response to letter #23605.

2. #23117 (Scotty B White) Balance of Performance
Thank you for your letter. Please see the response to letter #23605.

T4

1. #23055 (Steve Strickland) Support letter #22834
Thank you for your letter. Please see the response to letter #23605.

2. #23064 (Scotty B White) Allow a Rear Toe Link Replacement Adjuster for 86
Thank you for your letter. Please see the response to letter #23254.

3. #23246 (David Mead) Class Parity in T4
Thank you for your letter. Please see the response to letter #23605.

4. #23257 (Jon Yanca) Review BOP for Scion FRS/Subaru BRZ/Toyota 86 - Add Restrictor
Thank you for your letter. Please see the response to letter #23605.

5. #23402 (Jon Yanca) Correct Model Year for Subaru BRZ Restrictor in T4
Thank you for your letter. This has been corrected, please refer to letter #23399, Technical Bulletin.

6. #23461 (Thomas Hart) Allow RX8 Rear Hubs/Uprights on the NC MX-5
Thank you for your letter. Please see the response to letter #23276, Technical Bulletin.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECH BULLETIN

DATE: December 20, 2017

NUMBER: TB 18-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2018 unless otherwise noted.

American Sedan

AS

1. #23471 (American Sedan Committee) 9.1.6.D.1.k.1.g and 9.1.6.D.1.k.1.h. Clarifications

In GCR section 9.1.6.D.k.1.g., clarify intake manifold modifications as follows:

“Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from *or added to* the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. *Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.*”

In GCR section 9.1.6.D.1.k.1.h., clarify the cylinder head language as follows:

“The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below (“Throat Cut”). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than 1.100 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. *No material shall be removed, added or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason.* Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. *Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.*”

2. #23549 (American Sedan Committee) Adjust Weight of 1979-1993 Mustang

In AS, Ford Mustang Included. Cobra & Cobra R(79-93), change the weight as follows:

~~3150~~ *3250*

Over 313 CID, ~~3450~~ *3550*

Note from the ASAC: Data analysis indicates that the 79-93 Mustang is at least comparable to all other Full Preparation cars.

B-Spec

1. #23112 (Derrick Ambrose) Mazda 2/Ford Fiesta Rear Beam Bushings

In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add alternate suspension bushing to the notes as follows:

“Powerflex PFR19-1511BX2 rear suspension bushing allowed.”

In B-Spec, Mazda2 (10-14) add alternate suspension to the notes as follows:
“Powerflex PFR19-1511BX2 rear suspension bushings allowed.”

2. #23129 (Joseph Gersch) Cusco camber plate for Toyota Yaris
In B-Spec, Toyota Yaris (07-12), add a camber plate to the notes as follows:
“Allow Cusco Camber Plate 901 65R 015 for camber only adjustment.”

3. #23306 (B-Spec Committee) Rules update and bop

In GCR section 9.1.10.E.6, clarify as follows:
“All adjustments shall be at the manufacturer’s specification and/or within the manufacturer’s specified tolerances *unless they are specifically allowed in the GCR (example camber angle).*”

In GCR section 9.1.10.E.7, clarify as follows:
“Tires: *Maximum* tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer’s dealer network. The brand of tire and tire pressures are unrestricted.”

In GCR section 9.1.10.E.34, clarify as follows:
“Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, *and hoses, and all duct work* must remain except duct work under seats. *Duct work behind the dash may be trimmed but not removed to allow for roll cage installation.*”

In GCR section 9.1.10.E.35, clarify as follows:
“Maximum 3.0 degrees negative chamber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of *any* slotted camber only adjuster *plate* at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer’s original bolt holes and may not serve as reinforcement for that structure. Modifications to the *top of the* strut tower may be made to allow for camber adjustment only. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts).”

In GCR section 9.1.10.E.36, clarify the first paragraph as follows:
“Suspension: competitors ~~must~~ *may* use the OEM suspension, ~~or~~ *any part of* the manufacturer upgraded suspension kit *or the B14 Bilstein shock and strut kit* with no modifications *except as required for mounting. Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted for approval by the CRB.* Any spring up to a maximum spring rate of 500 pounds may be used ~~with the upgraded manufactures suspension kit.~~ Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected.”

4. #23315 (B-Spec Committee) hood pins
In GCR section 9.1.10.E. add a new section as follows:
“41. Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.”

5. #23316 (B-Spec Committee) fog lights
In GCR section 9.1.10.E, add a new section as follows:
“42. Fog light holes may be completely covered. Fog lamps may not be removed.”

6. #23330 (Fritz Wilke) Allow Eibach Rear Sway Bar for Ford Fiesta
In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add an alternate sway bar as follows:
"Eibach rear sway bar #35143.312 is allowed."

Formula/Sports Racing

FV

1. #23554 (Formula/Sports Racing Committee) Minimum weight of pressure plate
In GCR section 9.1.1.C.5.C.15. add the following:
"Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate, *with a minimum weight of 6.25 lbs.*"

P1

1. #23268 (Formula/Sports Racing Committee) Remove redundant provisions from GCR Section 9.1.8.C.J.1

In GCR Section 9.1.8.C.J, make the following corrections as follows and renumber the section accordingly:

1. Applicable minimum weights are specified in the P1 Engine Table 1, ~~Table L~~, Table 1 (Spec Line Cars).

~~2. Fuel injected engines shall use the same size venturi or restrictors as the specified carburetors.~~

2. #23296 (Formula/Sports Racing Committee) Remove unused lines from P1 Engine Table
In P1, Engine Table, remove Lines I and M and renumber accordingly.

3. #23347 (Formula/Sports Racing Committee) Clean up P1 restrictor language

In P1, Engine Table, change the restrictor column description as follows:

~~"Unless otherwise noted restrictors are Flat Plate Intake Restrictors"~~

In P1, Engine Table, Line D, clarify the restrictor type as follows:

"Staudacher cars homologated before 1-1-2014 utilizing 1005cc may run 38.5mm *flat plate intake* restrictor at 950 lbs. min. weight"

In P1, Engine Table, Line F, clarify restrictor type as follows:

"May run 38mm *flat plate intake* restrictor at 1075 lbs. min. weight"

In P1, Engine Table, Line G, clarify restrictor type as follows:

"33mm *flat plate intake restrictor*"

In P1, Table 1 (Spec Line Cars), change the restrictor column description as follows:

~~"Unless otherwise noted restrictors are Flat Plate Intake Restrictors"~~

4. #23365 (Formula/Sports Racing Committee) Revise P1 and P2 Flat Plate Intake Restrictor language

In GCR Section 9.1.8.C.J., add a new section 11 as follows and renumber the following sections:

"11. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor."

In GCR Section 9.1.8.D.L.h., add a new section as follows:

"4. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor."

P2

1. #23354 (David Ferguson) GCR Error -- Section 9.3.35 should not include P2

In GCR Section 9.3.35, make the following correction:

“Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, P1, P2, ~~S2~~, FS and FA.”

2. #23462 (Formula/Sports Racing Committee) Revise P2 Engine Table Line B.2
 In P2, Line B.2, make the following changes to the P2 Engine Table:
 Engine Series: “4 cycle Motorcycle-based Yamaha 2002 and older ~~w/carbs 2004 and older~~ Suzuki GSXR *2004 and older*”

GCR
 None.

Grand Touring
GT2

1. #19207 (Amir Haleem) Classify Nissan GT-R (2009+) in GT2/ST

In GT2/ST, classify the 2009- Nissan GT-R as follows:

| GT2/ST | M a x . Displacement | M i n . Weight | Restrictor | Notes: |
|--------------------------------|---------------------------------|---------------------------|-------------------------|---|
| <i>Nissan GT-R (2009-)</i> | <i>3799cc</i> | <i>3500</i> | <i>2 x 32mm TIR</i> | <i>OEM twin turbochargers required.</i> |

In GT2, Nissan Cars, classify the Nissan GT-R bodywork as follows:
 Nissan GT-R/2009-/2dr/RWD/

2. #22676 (Amir Haleem) Classify the Toyota Supra with OEM 2JZGTE engine
 In GT2/ST, classify the 93-98 Twin Turbo Toyota Supra as follows:

| GT2/ST | M a x . Displacement | M i n . Weight | Restrictor | Notes: |
|----------------------------------|---------------------------------|---------------------------|---------------------|---|
| <i>Toyota Supra (93- 98)</i> | <i>2997cc</i> | <i>2950</i> | <i>2 x 29mm TIR</i> | <i>OEM twin turbochargers required.</i> |

3. #22893 (Scotty B White) classify ford V6
 In GT2, Ford Engines, classify the Ford V6 as follows:
 DOHC/3.76 x 3.41/3726/Alum. Crossflow/4//2380/

4. #22894 (Scotty B White) Help the Viper
 In GT2/ST, reduce all Dodge Vipers' weight by 75 lbs.

5. #23176 (Mark Kibort) Porsche 928S4 928GTS to be classed in GT2 SCCA
 Letter #22270 added the Porsche 928S4 and 928GTS to the GT2/ST spec line with an incorrect displacement during the August BoD meeting. Correct the engine displacement to 5397cc.

6. #23607 (Grand Touring Committee) Allow Porsche 996/997.1 Exhaust header
 In GT2, Porsche Cars, Porsche 996/997.1 GT3 Cup, add to the notes as follows:
 “*Exhaust header permitted.*”

7. #23608 (Grand Touring Committee) Change Porsche 991.1 Restrictor
 In GT2, Porsche 991.1 GT3 Cup, change the restrictor as follows:
 "3.8L flat six. 3000lbs. w/~~62mm~~ **67mm** Throttle Body Restrictor (TBR)."

8. #23609 (Grand Touring Committee) Porsche 997.2 GT3 Restrictor
 In GT2, Porsche 997.2 GT3 Cup, remove the restrictor as follows:
 "3.8L flat six. 3000lbs. w/~~70mm Throttle Body Restrictor (TBR).~~"

GT3

1. #23078 (John Mills) Differentiate between 13B bridgeport and 13B peripheral port.
 In GT3, Mazda Engines, 13B Bridge/Peripheral Port 2250lbs, remove "Bridge /" from the spec line.
 In GT3, Mazda Engines, add a new spec line as follows:

| Engine Family | Engine Type | Bore x Stroke | Displ. (cc) | Head Type | Valves/Cyl. | Fuel Induction | Weight | Notes |
|---------------|-------------|---------------|-------------|-----------|-------------|-------------------------------------|--------|-------|
| 13B | Bridge Port | | 2616 | | | (1) auto-type 2bbl w/ 44mm choke(s) | 2250 | |

GTL

1. #22523 (Graham Fuller) +100lbs option for 24mm SIR cars
 In GCR section 9.1.2.F.7.k.1, add an optional race configuration:
 "Allow **all** currently restricted 2V and 3V engines less than 1400ccs to run **unrestricted 1mm larger SIR as an option** at a 100 lb weight penalty."

Improved Touring

1. #22648 (Improved Touring Committee) simplify spec lines
 Reduce the number of columns in the ITCS spec lines as follows:
 make/model, engine type (designation), bore x stroke and displacement, weight, notes

Production

1. #23069 (V GARY SEMERDJIAN) VOLKSWAGEN CORRADO VR6 CLASSIFICATION
 In EP, classify the Volkswagen Corrado 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.) |
|------------------------|-------------|---------------------------|-------------|------------------------|-----------------|-------------|-----------------|-------------------------|------------------|--------------------|----------------------|
| VW Corrado (1992-1995) | 2 | 2450 * 2511 ** 2573 | 6 Cyl. DOHC | 3.19"x3.56" | 2782cc | iron | Alum | (I) 1.54" (E) 1.35" | Fuel injection | 97.2" | 61.7/61" |

| EP | Wheels (max) | Trans. Speeds | Brakes Std. (mm) (in.) | Brakes Alt.: mm/(in.) | Notes: |
|------------------------|--------------|---------------|--|-----------------------|--|
| VW Corrado (1992-1995) | 15x7 | 5 | (F) 11.0"x.87" vented (R) 8.9"x.39 solid | | Comp. Ratio limited to 12.0:1, Valve lift limited to .500" |

Spec Miata

None.

Super Touring

ST

1. #23153 (Super Touring Committee) Redundant language
 In GCR section 9.1.4.G.16, remove the section in its entirety and renumber as appropriate:
 16. ~~The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).~~

STL

1. #22938 (John Schmitt) Honda B Series engine restrictor

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and

Euro Type R), B18C7 (Australia Type R), add a restrictor to the notes as follows:
“53mm flat plate restrictor required.”

In STL, Table B, Honda B16A (JDM), add a restrictor to the notes as follows:
“54mm flat plate restrictor required.”

In STL, Table A, classify the following Acura/Honda engines:

| STL | Max Displacement | Min. Weight | Notes |
|------------------------|-------------------------|--------------------|---|
| <i>Acura/Honda B16</i> | | <i>Chart</i> | <i>54mm flat plate restrictor required.</i> |
| <i>Acura/Honda B17</i> | | <i>Chart</i> | |
| <i>Acura/Honda B18</i> | | <i>Chart</i> | <i>53mm flat plate restrictor required.</i> |

STU

1. #23258 (Super Touring Committee) Engine Rule Consistency
In GCR section 9.1.4.1.B, add a new section 10 as follows
“10. Valve seat and valve head angles are free.”

2. #23265 (Greg Amy) E&O: STU Turbo Weight Chart Clarification

In GCR section 9.1.4.1.H.6, add the following:

“All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. *Vehicle minimum weight is determined by TIR size selected 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 *either* as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.”

Touring

T1

1. #23595 (Touring Committee) Recommended adjustments T1 2018

Effective 3/1/18, in GCR section 9.1.9.1.M.4, change the sequential shift weight penalty as follows:

“Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 400 lbs *an additional 4%.*”

Effective 3/1/18, in T1, Chevrolet Corvette/Cadillac XLR (04-09), 5665cc @ 3250 lbs., change the restrictor as follows:
65mm *70mm*

Effective 3/1/18, in T1, BMW M3 E92 (08-13), add to the spec line as follows:
“2 X 40mm diameter hole inlet restrictor plate required.”

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote, change the restrictor as follows:
70mm flat plate *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote Boss 302,
70mm flat plate *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Mazda MX-5 Miata MazdaSpeed, 1800, change the weight as follows:
2250 **2350**

T2

1. #21574 (John Bauer) Porsche Spec Line RSR Wing Allowance

In T2, make the following change to the Porsche spec line notes:

Porsche 911/ 997 (06-08):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.”

Porsche 911/ 996 (98-05):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Removal of rotor dust shields is allowed. Sway bar size and configuration is free Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. Cold air intake allowed.”

Porsche Carrera S(06-08):

“65mm flat plate restrictor required. Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.

Porsche Cayman S, Spyder(10-12):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed.”

Porsche Cayman S(13-14)

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they

do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline*. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

2. #22107 (carl fung) T2 Spec-Line Corrections in June Prelims
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the notes as follows:

"Automatic transmission option 4L60-E permitted."

3. #22218 (John Buttermore) Balance the T2 Corvette Configurations
In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the notes as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required."

4. #22534 (OSCAR HERNANDEZ) Weight reduction for Porsche 996 in T2
In T2, Porsche 911 / 996 (98-05), change the weight as follows:
~~3400~~ *3050*

5. #22662 (Ryan Upham) Allow Alternate Cold Air Intake
In T2, BMW M3 (01-06), add to the notes as follows:
"BMW cold air intake part #8299520 and #8299525 with ducting are permitted."

6. #22824 (William Moore) 2014 Chevrolet Camaro SS/1LE Springs #21668
In T2, Chevrolet Camaro SS/1LE (10-14), change the notes as follows:
"Springs up to ~~800lbs~~: *1200lbs*. front and rear permitted."

7. #22866 (John Buttermore) Increase Restrictor Size for LS3 Engine Corvette C6
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:
~~3525 (w/55mm)~~ *50mm* flat plate restrictor)

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required. LS3: ~~51mm~~ *48mm* flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."

8. #22887 (Ken Billimack) Classify the 09-11 Porsche 997
In T2, classify the 09-12 Porsche 997 as follows:

| T2 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | M a x Wheel Size (inch) | T i r e Size (max) | G e a r Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|-----------|-------------------------------|-----------------|-------------------------|--------------------|----------------|-------------|-------------|--------------|--------|
| | | | | | | | | | |

| | | | | | | | | | |
|---|-----------------------|------|--------------------------------|----------------------------------|---|------|--|------|--|
| Porsche 911/ Carrera S 997.2 (09-12) | 99.0 x 82.8 (3824) | 2355 | 18 x 8.5 (F) 18 x 11 (R) | 2 1 5 (F) 2 5 5 (R) | 3 . 9 1 , 2 . 3 2 , 1 . 5 6 , 1 . 2 8 , 1 . 0 8 , 0.88 | 3.44 | (F) 330 x 34 Vented (R) 330 x 28 Vented | 3275 | 60 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. |
|---|-----------------------|------|--------------------------------|----------------------------------|---|------|--|------|--|

9. #22962 (Joe Aquilante) Revisit 2015 Mustang GT Weight, Restrictor and Tires

In T2, Ford Mustang GT 5.0L (2015-), make the following changes:

Rescind tire changes: ~~until 12/31/17: 295 effective 1/1/2018: 275~~

Notes: "Performance Package Brembo front BBK380mm permitted at +100lbs ~~53mm~~ **48mm** flat plate restrictor required."

10. #22979 (Joe Aquilante) Allow Dry Sump for Camaro SS 2016

In T2, Chevrolet Camaro, 1LE (2016-), make the following changes:

Wheels: ~~18x10 (F) 18x11 (R)~~ **20x11**

Notes: "Brake kit part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed at +100 lbs. ~~60mm~~ **53mm** flat plate restrictor required. Springs up to 800#/in front and rear permitted. ~~swaybar kit (part number TBD) permitted.~~ **Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted.**"

11. #22996 (Michael Pettiford) Solstice GXP adjustments

In T2, Pontiac Solstice GXP Coupe/ Convertible (07-09), change the notes as follows:

"Any 2-piece rotor allowed. Any aftermarket 4-piston caliper allowed. Any OEM GM 6-piston caliper allowed."

12. #23167 (Kurt Rezzetano) 2016-2018 Camaro SS rear suspension update

In T2, Chevrolet Camaro, 1LE (2016-), add to the notes as follows:

"Rear spring relocation to shock permitted."

13. #23177 (CJ Moses) 2003-2006 Viper T2 spec restrictor adjustment request

In T2, Dodge Viper SRT-10 incl. coupe (03-06), change the restrictor as follows:

“Throttle restrictor between each throttle body and plenum is mandatory: .060” flat steel plate with one ~~36mm~~ *40mm* hole.”

14. #23360 (Touring Committee) 2018 Touring 2 Recommendations

In T2, Ford Mustang GT 5.0L (11-14), change the notes as follows:
“~~56mm~~ *52mm* flat plate restrictor required.”

In T2, Chevrolet Corvette Z06 (06-12), change the notes as follows:
“LS2: ~~56mm~~ *52mm* flat plate restrictor is required.”

In T2, Porsche Carrera S (06-08), change the notes as follows:
“~~65mm~~ *60mm* flat plate restrictor required.”

15. #23387 (Derek Zalewski) 2016-up Camaro (T2) Spec Line Corrections

In T2, Chevrolet Camaro, 1LE (2016-), change the notes as follows:
“~~Brake kit p~~Part numbers: 84004136, 23301611, 19352519, 19180514 *allowed. OEM brake kit* 23245471 *allowed at +100 lbs.* 60mm flat plate restrictor required. Springs up to 800#/in front and rear permitted. Swaybar kit (part number ~~the~~ *84242386*) permitted.”

T2-T4

1. #22665 (Lansing Stout) Clarify Carrying Ballast

In GCR section 9.1.9.2 C.5, make the following changes:

“In order to equate competition potential, the Club ~~may will~~ specify a competition weight for the vehicle. ~~Additionally, and to this same end, it may direct that a specific amount of ballast be mounted in the vehicle in a specific location. Refer to Section E.2. of these Rules for additional details.~~

In GCR section 9.1.9.2 E.1.a, make the following changes:

“The weight ~~as listed on an~~ *is defined by the* automobile’s Specification Line., shall be with driver and required ballast. Refer to GCR Section 9.3 Weight. If a cool suit system is utilized, it shall be weighed with the car as it came off the track.

In GCR section 9.1.9.2 E.2.a, make the following changes:

Automobiles may carry ballast to achieve their specification’s minimum weight. Refer to GCR section 9.3 Ballast. Some vehicles may be required to carry specific amounts of ballast. If such ballast is specified for an automobile, in addition to the requirements of GCR Section 9.3 Ballast, the following requirements shall also be met:

~~1. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and forward of the passenger seat unless otherwise so permitted on the vehicle’s TC Specification Line.~~

~~2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.~~

2. #22841 (Derek Kulach) allow alternate external slave cylinder for Nissans

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the notes as follows:
“Zspeed and Z1 alternative clutch slave permitted.”

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to the notes as follows:
“Zspeed and Z1 alternative clutch slave permitted.”

In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), add to the notes as follows:
“Zspeed and Z1 alternative clutch slave permitted.”

3. #22873 (Donald Harrington) Clarify Ride Height Measurement

In GCR section 9.1.9.2.D.5.b.2.c, clarify ride height measurement as follows:

“Ride height to be measured without driver at the lowest point of the rocker **panel**, but not to include welded seams or fasteners.”

4. #22919 (Darren Seltzer) Clarification and Request - Wheel Material

In T2-T4, remove all references to wheel material in the spec lines.

T3

1. #22194 (Daniel Wold) Add Sedan Model to Infinity G35 Spec Line

In T3, Infiniti G35 Sport (03-08), add the coupe and sedan to the model and adjust the weight as follows:

Infiniti G35 *Coupe/Sedan*/Sport (03-08)

DE Engine: ~~3300~~ **3350**

HR Engine: ~~3300~~ **3350**

2. #22231 (david mead) Remove the 50 lbs. That Was Added to the 99+ Mustang GT/Bullitt

In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the weight as follows:

~~3350~~ **3325**

3. #22316 (Nic Piekarski) 2016 Global MX5 Wheels Options

In T3, Mazda MX-5 Global Cup Miata (2016), change the notes as follows:

“Tires must comply with Touring rules (GCR section 9.3 Tires).”

4. #22475 (Oscar Jackson) Add FR-S/BRZ/86 Spec Line to T3

Classify the T4 Scion FR-S, Subaru BRZ, and Toyota 86 in T3 with a weight of 2900 lbs.

5. #22842 (Eric Heinrich) Allows Audi S4/S5 Brake Cooling Option

In T3, Audi S4 (10-11), add to the notes as follows:

“Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted.”

In T3, Audi S4 (12-14), add to the notes as follows:

“Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted.”

In T3, Audi S5 (13-14), add to the notes as follows:

“Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted.”

6. #23283 (Nicole Jacque) Wheel Size and Weight for Ford Mustang Coupe GT (05-10)

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change the wheel size as follows:

~~18 x 9~~ **18 x 10**

7. #23331 (Jason Ott) Z4M Coupe T3 Restrictor

In T3, BMW Z4 M Coupe (2007), change the weight as follows:

3400 3350

8. #23337 (Scott Marcero) Classify the 2002 WRX/STI In T3, classify the 2002-2005 Subaru WRX as follows:

| T3 | Bore x | Wheel- base (mm) | M a x Wheel S i z e (inch) | T i r e S i z e (max) | G e a r R a t i o s | F i n a l D r i v e | B r a k e s (mm) | W e i g h t (lbs) | Notes: |
|-------------------------------------|-----------------------------|------------------------|-------------------------------------|-----------------------------|---|------------------------|--|----------------------|-------------------------------|
| <i>Subaru W R X (02-05)</i> | <i>92.0 x 75.0 1994</i> | <i>2525</i> | <i>18 x 9</i> | <i>245</i> | <i>3.17, 1.88, 1.30, 0.97, 0.74</i> | <i>4.44</i> | <i>(F) 294 vented (R) 266 vented</i> | <i>3350</i> | <i>35mm TIR required.</i> |

9. #23361 (Touring Committee) 2018 Touring 3 Recommendations

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:
"HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required.*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z
"HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required.*"

In T3, Porsche Spec Boxster, change the notes as follows:
"~~Effective 1/1/18: Tires must meet 2016 SPB rules or any 255 DOT tire permitted.~~"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows:
"~~2~~ *Two* 40mm 37mm flat plate restrictors required."

10. #23552 (Touring Committee) Adjust Infinity G35 in T3
In T3, Infiniti G35 /Sport (03-08), change the notes as follows:
"Springs up to 700 lb/in allowed (F/R). HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: Single 57mm flat plate restrictor required.*"

T4

1. #22850 (Derrick Ambrose) Allow 2014-Up Mazda 3 Header
In T4, Mazda3 (14-16), add to the notes as follows:
"Header allowed at 125 lbs."

2. #22981 (David Woodle) Updating 05-10 mustang spec line
In T4, Ford Mustang V6 (05-10), change the notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), and transmission differential - unless specified below:~~ ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. *Any springs F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 22mm permitted.* Panhard bar, part # BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. ~~Auburn 542023 or Detroit 912A316 limited slip allowed. 50mm flat plate restrictor required. Aftermarket wheels permitted at 25 pounds. Any LSD permitted. 55mm flat plate restrictor required.~~"

3. #23100 (Touring Committee) T4 2018 adjustments

In T4, Acura RSX/ RSX Type-S (02-06), change the weights as follows:

2750 **2700**

Type S: ~~3000~~ **2950**

4. #23276 (Tim Wise) Allow the RX8 Rear Hubs/Driveshafts on the MX5 in T3/T4

In T4, Mazda MX5 / Club Model (06-15), allow alternate rear hubs in the notes as follows:

“Mazda Motorsports cold air intake part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front **and rear** hubs allowed.”

5. #23399 (SCCA Staff) Add 13-16 BRZ Restrictions Missed in December Fastrack #23191

In T4, Subaru BRZ (13-16), add to the notes as follows:

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