

## CLUB RACING BOARD

DATE: February 20, 2018

NUMBER: TB 18-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2018 unless otherwise noted.

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

### American Sedan

None.

### B-Spec

None.

### Formula/Sports Racing

#### FA

1. #23805 (Formula/Sports Racing Committee) Allow all FIA F4 cars in FA

Effective 01/18/2018, in FA add the following:

Car: ~~US F4~~ *FIA certified F4*

Notes: ~~Car must run per all current US F4 series rules.~~ *Upon request, Competitors must provide a copy of the rules in effect when the car was certified by the FIA current US F4 rules upon request.*

\*See Racing Memo RM 18-03

#### P1

1. #23875 (Kevin Kloepfer) Request Elan DP02 spec line Clarification

In GCR Section 9.1.8.I., clarify as follows:

#### Engines

The only engine permitted is the Mazda 2.0 liter MZR as supplied by *Elan Power Products (EPP) or Elite Engines (Elite)*. No modifications are permitted. The engine must have the four (4) *EPP or Elite* numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by *EPP or Elite*. *Cars with the 2.3 liter Mazda MZR/Ford Duratec engine must comply with the requirements of the P1 Engine Table and need not have the EPP or Elite numbered seals.*

#### Wheels and Tires

Thirteen (13) inch diameter wheels with a maximum rim width of ~~9~~ *ten (10)* inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal. Tire brand and compound is unrestricted.

2. #23935 (Formula/Sports Racing Committee) Add New Line to P1 Engine Table for Honda K20A Engine Professional series in the U.S. and Europe will be a source of new cars for the P1 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without

obsoleting existing cars in the class. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. In stock configuration with the 64mm throttle body, this engine produces horsepower and torque that fit into the P1 engine table without an inlet restrictor. Although stock engine lines are currently outside the P1 class philosophy, adding a line for the unmodified Honda K20A will allow CN cars to compete as delivered without other special considerations (no spec line is required). If a competitor wishes to modify the K20A engine, compliance with the applicable engine table line will be required.

In P1, add a new spec line as follows:

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
H	4 Cycle Honda K20A	2000	4	Stock 64mm single throttle body	1400	No engine modifications except for dry sump oil system, ECU mapping and exhaust system. Internal dimensions and materials must be stock with no machining allowed.

3. #23962 (Formula/Sports Racing Committee) Revise P1 rules to correct errors In GCR Section 9.1.8.C., make corrections as follows:

"P1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Homologation may be required. Refer to section 9.2.2. for details. Cars homologated prior to 1/1/14 may be spec line cars or required to be fully compliant with all P1 rules. The class is intended to be the premier sports racing class promoting ~~state-of-the-art~~ *advanced* technology in car design and innovation while utilizing established cost-effective engine technology."

In GCR Section 9.1.8.C.B.1, make corrections as follows:

"Any form of chassis construction *is permitted* subject to ~~restrictions in~~ *the requirements of* GCR section 9, Cars and Equipment ~~except as permitted in the P1 rules.~~"

## P2

1. #22815 (David Ferguson) Request to clarify Rub Block Rule

In GCR Section 9.1.8.D.E., clarify as follows:

"*A maximum of four (4)* ~~R~~rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane."

2. #23936 (Formula/Sports Racing Committee) Add P2 spec line for CN car and revise P2 engine table Line E

Professional series in the U.S. and Europe will be a source of new cars for the P2 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda

K20A engine with a 64mm single throttle body. With the 64mm single throttle body and a 55mm flat plate intake restrictor, this engine will produce horsepower and torque that allow non-composite chassis CN cars to fit into the P2 class.

In P2 Table 1, add a new spec line as follows:

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>FIA Group CN non-composite chassis</i>		<i>Stock Engine 1500 lbs. 2000cc max.</i>	<i>P2 Engine Table E Stock Honda K20A</i>	<i>Stock 64mm single throttle body with 55mm flat plate restrictor</i>	<i>FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements.</i>

In P2 Engine Table, Line E, add to the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with *stock* Honda K20A may use stock 64mm single throttle body ~~without inlet~~ *with 55mm flat plate intake* restrictor at 1500 lbs. minimum weight."

### GCR

1. #23955 (SCCA Staff) Change fire system conflict in wording

In GCR section 9.3.22.b, make changes as follows:

"The following are acceptable for ~~Touring, Spec Miata, Super Touring and Improved Touring~~ cars: *all cars not requiring an On-Board Fire System.*"

### Grand Touring

#### GT2

1. #23673 (Ken Billimack) Request BMW E92 Model Year Adjustment and Engine Combinations

In GT2/ST, BMW M3 E92 (08-09), add to the model year as follows:

(08-09 *13*)

In GT2/ST, BMW M3 E92 (08-09 *13*), add engine/weights as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
BMW M3 E92 (08-09 <i>13</i> )	<i>S65 - 4400</i>	<i>2950</i>		
	<i>S65 - 4600</i>	<i>3000</i>		

In GT2/ST, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, clarify the classification/notes as follows:  
The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. BMW 5000cc V8 is permitted at 3000 lbs. ~~Flossman body kit is permitted.~~ 4.0L V8 permitted at 2900 lbs. *Flossman body kit is permitted.*

2. #23923 (Grand Touring Committee) 2018 GT2 aero rules revised 1-31-2018  
In GT2, 2018 Aerodynamics, revise the rules as follows:

### **GT3**

1. #23291 (Samuel Fouse) 1.8 Liter Motors

In the GT3 spec lines, change spec line weight for all engines as follows:

1.8l motors (1750cc - 1849cc) to 1960 lbs.

1.6l motors (1550cc - 1649cc) to 1690 lbs.

13B Peripheral/Bridge Port to 2200 lbs.

13B Street Port to 2090 lbs.

12B Street Port/Bridge Port to 1960 lbs.

12A Peripheral Port 37mm SIR to 2150 lbs.

### **GTL**

1. #23675 (Roy Lopshire) Request Rear Wing Height Regulation for GTL

In GCR section 9.1.2.F.14.C, clarify the location of the wing as follows:

"The entire wing assembly shall be at least 6.0 inches *must be mounted* below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

### **Improved Touring**

**None.**

### **Production**

#### **FP**

1. #23758 (rick haynes) Request for Lotus Weight Adjustment

Actual competition data is the primary basis for adjustments. From that standpoint there is no reason to adjust the weight of the Louts in FP at this time. However, to bring the Lotus and Turner specifications more in line (which is appropriate given the fact they use essentially the same engine) it is recommended that the size of the chokes for the FP Turner 1500 be increased from 30mm to 32mm. This change should be made to each of the carburetor options listed for this car in the spec lines where the choke size is specified.

In FP, Turner 1500, change the notes under Carb. No. & Type as follows:

28/36 DCD 22, 32/36 DGN, 36 DCNF ~~w/30mm choke(s)~~ *w/32mm choke(s)*, (1) 40 DCNF ~~w/30mm choke(s)~~, *w/32mm choke(s)*, (2) Weber DCOE on I.R. manifold ~~w/30mm choke(s)~~ *w/32mm choke(s)*.

### **Spec Miata**

**None.**

### **Super Touring**

1. #23317 (Greg Amy) 9.1.4.A Philosophy

In GCR section 9.1.4.A, clarify the philosophy as follows:

"Each class will have a baseline ~~target~~ power-to-*displacement target weight*. Weights may be adjusted, or ~~cars~~ *engines* may be subject to changes in intake restrictors, *or super charger pulleys* to meet these targets. *Vehicles* ~~Cars~~ may be required to carry data acquisition equipment for review of performance."

## STU

1. #23400 (Patrick Waligore) Minimum ride height of side skirts 9.1.4.D.6

In GCR section 9.1.4.D,6, clarify ride height as follows:

"Aftermarket side skirts may be used provided they meet the minimum ride height rule *of 3 inches*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #23674 (Eric Thompson) Adding VTS to 22860 JDM Toyota 3SGTE

In STU, Table B, classify the Toyota JDM as follows:

*Toyota JDM 3SGTE / 1998 / Chart / Must meet all other STU specifications.*

## Touring

### T2

1. #23679 (Buz McCall) Request to remove 100 lb. penalty for additional braking system

In T2, BMW E92 M3 (08-14), make changes to the spec line as follows:

Weight: ~~3500~~ *3450*

Notes: "*Aftermarket brakes allowed at 100 lbs. penalty.*"

2. #23836 (Touring Committee) Adjust T2 Porsche 997.2

In T2, Porsche 911 /Carrera S 997.2 (09-12) make changes to the notes as follows:

~~"60mm~~ *55mm* flat plate restrictor required."

### T2-T4

1. #23768 (Darren Seltzer) Request T3 and T4 additional considerations

In T3, make changes to the spec lines as follows:

Scion FRS 13-16:

Max wheel: 17 x ~~7~~ *8*

Weight: ~~2900~~ *2800*

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~

Subaru BRZ 13-16

Max wheel: 17 x ~~7~~ *8*

Weight: ~~2900~~ *2800*

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 2017+

Max wheel: 17 x ~~7~~ *8*

Weight: ~~2900~~ *2850*

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited-slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Toyota 86 2017+  
 Max wheel: 17 x 7 8  
 Weight: ~~2900~~ *2850*

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited-slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

2. #23806 (Ron Randolph) Request Polycarbonate Windshields  
 In GCR section 9.3.54, clarify polycarbonate windshields as follows:  
 "Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, *T2, T3, T4.*"

**T3**

1. #23300 (Julian Macias) 2017 Civic Si  
 In T3, Honda Civic Si (17-), classify as follows:

<b>T3</b>	<b>Bore x Stroke Disp.</b>	<b>Wheelbase</b>	<b>Max Wheel Size</b>	<b>Tire Size</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes</b>	<b>Weight</b>	<b>Notes</b>
<i>Honda Civic Si (17-)</i>	<i>73.0 x 89.5 1498</i>		<i>18x8</i>	<i>245</i>	<i>3.64 2.08 1.36 1.02 .83 .69</i>	<i>4.10</i>	<i>Brakes (mm) (F) 312 x 25 Vented Disk (R) 282 x 10 Solid Disk</i>	<i>3000</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb.</i>

**T4**

1. #23299 (Julian Macias) 2016 Civic Ex, 5 Door LX and Sport

In T4, Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX &amp; Sport (16-), classify as follows:

<b>T4</b>	<b>Bore x Stroke Disp.</b>	<b>Wheelbase</b>	<b>Max Wheel Size</b>	<b>Tire Size</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes</b>	<b>Weight</b>	<b>Notes</b>
<i>Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX &amp; Sport (16-)</i>	<i>73.0 x 89.4 1496</i>	<i>2700 mm</i>	<i>17x7</i>	<i>235</i>	<i>3.64 2.08 1.36 1.02 .83 .69</i>	<i>4.10</i>	<i>(F) 282 x 23 Vented Disk (R) 260 x 9 Solid Disk</i>	<i>3100</i>	<i>HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD RR Spring Adjuster 52691-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Differential 41100-F23S-A6 permitted at +50lbs, 27mm TIR required.</i>