

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | December 1, 2015

The Club Racing Board met by teleconference on December 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### Member Advisory

#### **FV**

1. #17504 (James Phoenix) Supports Spec Tire

The CRB has received a large number of letters on spec tires in FV however, with all of the different opinions there is no clear consensus on what the class wants. The Club Racing Department will be sending a survey out soon to better understand what the class desires.

The CRB thanks the following letter writers for their input:

17504 Phoenix, 17505 Bowman, 17507 Pastore, 17508 Meyer, 17510 Galuardi, 17519 Hinkle, 17520 McCarthy, 17523 Kittell, 17524 Henley, 17525 Pitman, 17527 Maloney, 17528 Roche, 17531 Posner, 17532 Meyer, 17533 Styczynski, 17535 Kujat, 17536 Madrid, 17537 Meyer, 17538 Isley, 17539 Davis, 17540 Posner, 17541 Tatum, 17542 Swinehart, 17543 Bruns, 17544 Satterly, 17545 Rehm, 17546 Bacon, 17547 Metcalf, 17549 Edwards, 17550 Blanarik, 17552 Thompson, 17553 Rice, 17564 Kleinklaus, 17565 Farnham, 17573 Davis, 17574 Clark, 17576 Thalheimer, 17578 Sullivan 17579 Dennis, 17582 Fuchs, 17583 Spadin, 17585 Cheamitru, 17587 Landon, 17591 Bass, 17602 Saslow, 17637 Stalvey, 17687 Schuler and 17709 Yaccarino.

### No Action Required

#### **SRF**

1. #18282 (Patrick Goolsbey) 2016 Runoffs

Thank you for your letter. The CRB reviews the Runoffs schedule and class combinations but is not responsible for accepting (or rejecting) entries or setting cars per mile. Those are the responsibility of the Club Racing Department as Runoffs race organizer and Chief Steward respectively. Your letter has been forwarded to Club Racing for consideration.

#### **GCR**

1. #18347 (Kyle Keenan) Allow Rubber Cap Over Fuel Test Ports

Thank you for your letter. The rule is adequate as written. All participants are encouraged to read 9.3.26.B. The design of a safe fuel port system is the responsibility of the competitor.

#### **GT2/ST**

1. #18284 (Cheyne Daggett) Missing Cars

Thank you for your letter. Specific cars will be classified upon request. The CRB/GTAC have no responsibility to follow T1 rules in GT.

#### **STU**

1. #18502 (Anthony Cuthbert) Classification for 2013 Fiat 500 Abarth

The 2013 Fiat 500 Abarth is eligible to run in Super Touring Under. Its classified weight (minus front wheel drive and strut subtractors) is dependent on your choice of turbo inlet restrictor per 9.1.4.1.H.2.

#### **T1**

1. #17925 (Tim Myers) Classify 2016 Dodge ACR in T1

This car is already classified in T1 under the ACR model and motor size chart.

2. #18395 (David Mead) BMW DCT Allowance Against T1 Rules

Thank you for your letter. The factory OEM DCT transmission is permitted on the specification line for this car, therefore it is permitted.

#### **T2**

1. #18406 (Carl Fung) Roll Cage Modifications

Thank you for your letter. Roll cages may be modified as long as the modified cage adheres to current rules.

#### **T4**

1. #18399 (Michael Sullivan) Changes to Achieve -3 degrees of Camber for All Classified T-4

Thank you for your letter. 9.1.9.2.D.5.a.1. lists multiple methods permitted to achieve maximum camber.

## **Not Recommended**

### **AS**

1. #18273 (Steve Martin) 2015 Mustang GT

Thank you for your request. The 2015 Mustang is a significant step up in technology over other AS cars. Per 9.1.6.C.4, the CRB will monitor the performance of the car in Touring for up to two years, before considering classification in American Sedan.

### **P1**

1. #18060 (Rod Markowicz) P1 and P2 Designation

Thank you for your letter. Both the information required on the side of P1 and P2 cars and the engine tables in the GCR are consistent with what is required and used in other classes. The rules are adequate as written. Competitors are encouraged to display the appropriate designations on their cars.

### **P2**

1. #17951 (Doug Piner) Reduce Weight for 1300 Engine

Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

2. #18217 (Stan Clayton) Please Reduce Weight for the Hayabusa-Powered Cars in P2

Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

### **SRF3**

1. #18235 (Terry Hanushek) Spec Racer Dry Break Fuel System

Thank you for your letter. At this time the CRB does not recommend allowing a fuel system dry break for the Enterprise Spec Racer outside of endurance racing. SCCA Enterprises is currently working on "spec" dry break parts to make sure all cars run identical systems. Racers will be notified when those parts are available.

### **GCR**

1. #17442 (Ken Patterson) Fuel Testing Specs

Thank you for your letter. Fuel can have various additives in it put there by the manufacturer. Competitors should always have fuel tested prior to use.

### **GT2**

1. #16748 (Barry Melhorn) Classification of C7 Corvette and Body Allowances

Thank you for your letter. The requested bodywork exceeds what is allowed in GT2/STO.

2. #18145 (Rob May) Classify 2010-2012 Porsche 997.2

Thank you for your request. The CRB will look to possibly include these cars in the future. The CRB is currently working on the necessary adjustments to create parity which will allow these later Cup cars into GT2.

### **GT2/ST**

1. #18112 (Joe Aquilante) Corvette GT 2 7.0 Liter LS7 Restrictor

Thank you for your letter. The car is competitive as classified. The CRB will continue to monitor performance over a wide range of tracks.

### **GT3**

1. #18092 (Anthony Parker) Include BMW Mini W10B16 Engine in Triumph Engine Specification Lines

Thank you for your letter. The GT class philosophy does not include engines crossing from one chassis manufacturer to another.

### **EP**

1. #18278 (Matthew Reynolds) Restore E Production Parity

Thank you for your letter. Due to moving the Runoffs every year, the CRB is not making competition adjustments based solely on performance at the Runoffs.

### **HP**

1. #17945 (Jason Stine) Motor Prep Level 2 Rules Clarification

Thank you for your letter. The rules allow material to be removed from cylinder heads only to port match, to machine the deck to obtain a specified compression ratio, to fit valve seats, to install a permitted alternate component, to install an alternate camshaft, or to install permitted plugs.

2. #18369 (David Stephens) Valve Lift Measurement

Thank you for your letter. The difference in measurement standards reflects the different rules applicable to the first generation of level 2 cars and the level 2 cars classed thereafter. The different measurement rules should be retained. Eliminating the difference would result in significant expenses being incurred by competitors to obtain cams that would maximize lift.

3. #18370 (David Stephens) Competition Adjustment for Non-fuel Injected Cars

Thank you for your letter. For 2015, weight was added to a majority of four-valve fuel injected cars classed in HP. The impact of these adjustments will be monitored in 2016.

**SM**

1. #17820 (Jim Drago) Head Gaskets

Thank you for your suggestion. This is a Tech procedure. No new rules are required.

2. #18195 (Tom Scheifler) NA Suspension Upgrade

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

**STL**

1. #18353 (Nick Leverone) Slow Down the Honda Not the Rotary

Thank you for your letter. The CRB has never had any intention to restrict STL-compliant 13B engines. The CRB will continue to investigate options for effectively scrutineering non-compliant unported rotary engines, while continuing ongoing monitoring of the performance of the Honda engines.

**STU**

1. #18032 (Eric Heinrich) Change Supercharged Cars to Restrictor Based Classification

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars in STU.

2. #18523 (Wade McBride) Factory Five 818R Classification

Thank you for your letter. The Factory Five 818R is not a "production-based vehicle", therefore is not eligible to compete in Touring or Super Touring. It can run in regional SP classes.

**T1**

1. #17870 (Craig Anderson) Corvette Competition Adjustment for OEM STOCK LS3

Thank you for your letter. Other recommended changes for T1 have been made. Please see the response to letter #18562, Technical Bulletin.

2. #18300 (Michael Pettiford) Restrictor size for Full Prep C6 Z06 Corvette

Thank you for your letter. Other recommended changes have been made for T1 for 2016. Please see the response to letter #18562, Technical Bulletin.

3. #18321 (Michael Pettiford) C6 Z06 Restrictor Plate Size

Thank you for your letter. Please see the response to letter #18562, Technical Bulletin.

**T2**

1. #17947 (Harley Kaplan) Evaluation of 200 lbs. M3 Penalty

Thank you for your letter. This weight is not a penalty. This car is classed at the appropriate weight. Alternatively you can remove the aftermarket brakes and drop 100lbs.

2. #17991 (Christopher Childs) Adjust Mustang Restrictor

Thank you for your letter. Other adjustments have been made to T2 cars. The CRB will monitor these changes. Please see letter #18560, Technical Bulletin.

3. #18294 (William Moore) 2014 Camaro Restrictor Plate Competitive Allowance

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

**T3**

1. #18306 (Derek Kulach) Improve DE 350Z Engine Parity

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

2. #18307 (Derek Kulach) 350Z DE Parity

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

3. #18322 (Richard Kulach) Nissan 370Z BOP

Thank you for your letter. This car is competitive as classed.

**T4**

1. #17922 (Chad Gilsinger) Classify 2004-2009 Honda S2000 in T4

Thank you for your letter. This car's potential is too great for T4.

2. #18152 (Kristina Etherington) Reduce Mustang Restrictions

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

3. #18166 (Steven Zink) Remove Restrictor on 2005-2009 V 6 Mustangs

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

4. #18177 (David Mead) T4 Class Parity

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

5. #18182 (Christopher Childs) Alternative Mustang Wheels

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

6. #18184 (Christopher Childs) Adjust Mustang Weight

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

7. #18186 (Christopher Childs) Reduce Mustang Restriction

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

8. #18386 (Steve Strickland) Weight Reduction for the Mazda MX5

Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, this change is not recommended. This car is competitive as classed.

9. #18387 (David Mead) Weight Increase for MX5 with Aftermarket Hardtop

Thank you for your letter. The aftermarket hardtop is optional - you can run stock with no weight penalty. Since the aftermarket hardtop takes weight off high on the car, the 20lb weight increase is a good option for this allowance.

10. #18397 (Ali Naimi) 2006-2014 Miata Assistance

Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, the CRB does not recommend this change. This car is competitive as classed.

### **Recommended Items for 2016**

The following subjects were referred to the Board of Directors for approval in their December 2015 meeting.

#### **GT2**

1. #17626 (Steven Pounds) Improve Performance and Availability for 996 GT3 Cup

Thank you for your letter. Add to the Notes for the Porsche 996 GT3 Cup: *Aftermarket exhaust header is allowed.*

2. #18144 (Rob May) Allow Paddle Shift System on 997

Thank you for your request. Add to the Notes for the GT2 Porsche 997 Cup: *Paddle shift system allowed with 100 lb. weight penalty.*

3. #18223 (Scotty White) Viper Roadster

Thank you for your letter. Add *Viper Roadster* to the body spec line. Add to Notes: *Roadster must run windscreen and frame per "stock" dimensions.*

#### **GT2/ST**

1. #18142 (Rob May) Allow ABS for GT2/ST

Thank you for your letter. Add 9.1.2.F.4.j.8: *8. (GT2/ST ONLY) May run OEM ABS or convert to an aftermarket ABS controller with 100 lb. weight penalty.*

#### **SM**

1. #18236 (Jason Isley) Update the Muffler Rule

Thank you for your letter. Change 9.1.7.C.1.m.4.c:

No expansion chambers. ~~A single~~ *Up to two* muffler(s) may be added. The muffler(s) shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler(s) shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler(s) shall not exceed 40 inches.

**T1**

1. #18515 (Bill Damron) Weight INCREASE to Solstice/Sky for Competitiveness

In T1, Chevrolet Cobalt, Pontiac Fiero, Pontiac Solstice, Saturn Sky, add to engine notes: *OEM unmodified turbo permitted with no restrictor.*

The CRB notes to the author: In T1, 9.1.9.1.A.1., you can change the hood, regardless of original material.

*“All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles.”*

**T2**

1. #18389 (Touring Committee) T2 Adjustment Porsche 911 / 996 (98-05)

Thank you for your request. Add to Notes for Porsche 911 / 996 (98-05): *Cold air intake allowed.*

**T4**

1. #18216 (Oscar Jackson) FR-S/BRZ Weight Reduction

Subaru BRZ (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

Scion FR-S (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

2. #18366 (Tom Thompson) Allow 16 inch Diameter Wheels on 2nd Generation Dodge Neon

Thank you for your request. In T4, for the Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99), change wheel size from ~~15x7~~ to *16x7*.

**Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval at the 2016 Convention. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

**FB**

1. #18344 (Jerry Hodges) Capping Speed Increases

In GCR section 9.1.1.G.4.E., add the following language:

E. Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. All holes or passages resulting from the removal of any components must be plugged. No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.; *except as noted in FB Restrictor Table.*

If passed, the CRB recommends this change to be effective **3/1/2016**.

<b>Formula B Restrictor Table</b>				
Engine Make	Model	Years	Restrictor (mm)	Notes
BMW	R1000SS	2009-	N/A	
Honda	CBR1000RR	2008- 2013	N/A	
Kawasaki	ZX10	2010- 2014	N/A	
Suzuki	GSXR1000	2007- 2008	N/A	Baseline for Performance

Engines Introduced On Or Before 2012	All	2012	N/A	
Engines Introduced On Or After 2013	All	2013-	N/A	
All Engines	All	2008 and newer, 2007 Suzuki	37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.
All Engines	All	2007 and older except 2007 Suzuki	None required may use 37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.

## T2-T4

1. #18446 (Mike Ogren) Please Consider Removing the Auto Trans Restriction  
Thank you for your letter. The CRB recommends the below change to the GCR to be effective **6/1/2016**.  
Remove 9.3.7 from the GCR. Re-number below.

~~9.3.7. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS Automatic transmissions are prohibited in all classes. However, the use of alternative transmissions, including automatic transmissions, and/or hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions.~~

## Taken Care Of

### FB

1. #18345 (Nicho Vardis) 2016 Season ....FB Restrictors Needed!  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
2. #18349 (Nick Mayer) Restrictor in FB  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
3. #18356 (Max Spector) 2016 Season FB Restrictors Needed!  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
4. #18363 (Alex Mayer) Capping Speed Increases  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
5. #18365 (Doug Hertz) Support for Restrictors as per Letter #18344  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
6. #18404 (JEREMY HILL) Support RESTRICTORS in FB  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
7. #18416 (Mike Signore) Support Letter # 18344  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
8. #18456 (Jose Gerardo) Engine Restrictors and Race What You Qualify  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
9. #18458 (Shawn McClure) Restrictors in FB  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
10. #18474 (Tyler Thielmann) Restrictors in FB  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

11. #18504 (Jerry Hodges) Daytona Speeds Are Not a Reason To Slow The Cars Down  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

12. #18505 (Nick Mayer) FB Restrictor Size  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

13. #18506 (DAVID OLEARY) Support for Letter #18504  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

14. #18510 (Doug Hertz) In Support of Letter 18504  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

15. #18546 (Alex Mayer) FB Restrictor Size  
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

## **P2**

1. #18054 (Frank Clark) Leveling Performance Within the P2 Class  
Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

## **GCR**

1. #16154 (Jason Isley) Automatic/CVT Transmissions  
Thank you for your letter. Please see the response to letter #18446.

## **GT2/ST**

1. #18227 (Preston Calvert) Request to Increase Inlet of LS7 Back to 65mm, From Present 60mm  
Thank you for your letter. Please see the response to letter #18112.

## **FP**

1. #18358 (Paul Sherman) Support for letter #17875  
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

2. #18367 (Bryan Blackwell) Neon Re-Class Proposal #17875  
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

3. #18512 (Alan Leshner) Move Neon to FP  
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

## **Prd**

1. #17971 (Brian Linn) Intake Insulation Clarification - Level 2 Prep  
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

2. #18057 (Keith Church) Clarification of Intake Manifold Coating  
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

3. #18075 (Eric Prill) Language Clean-up  
Thank you for your letter. Please see the response to letter #17965 and 17966, Technical Bulletin.

4. #18129 (Mike W Ogren) Air Dam Update/ Oversight/ Clarification  
Thank you for your letter. Please see the response to letter #17965, Technical Bulletin.

5. #18130 (Mike W Ogren) Coatings on the Driveline  
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

6. #18131 (Mike W Ogren) Coatings on the Driveline  
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

7. #18191 (Michael West) Rules Conflict  
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

## **SM**

1. #18323 (Mike Higgins) Support for Proposed 1.6 Changes  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

2. #18326 (Bruce Wilson) 2016 1.6 Rule Change Input  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

3. #18327 (David Dewhurst) CRB Proposed 1.6 Improvements  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

4. #18328 (Michael Babcock) December Prelims - 1.6 Parity  
Thank you for your letter, please see response to letter #17222, December 2015 Fastrack Minutes.

5. #18330 (Gale Corley) 1.6 Competition Changes  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

6. #18334 (John Wilding) Support For Recent Changes to the 1.6 Miata  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

7. #18338 (James Henson) 1.6 Proposals  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

8. #18343 (Ralph Provitz) Allow the 94-97 1.8 Cars the Proposed Header Modifications  
Thank you for your letter. Please see the response to letter #18342.

9. #18357 (Will Schrader) 1.6 Help in December Fast Track  
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

#### **STL**

1. #18361 (Tom Smith) Honda vs. Rotary Engine Performance Gaps  
Thank you for your letter. Please see the response to letter #18353.

2. #18371 (John Hainsworth) The 13B Rotary and Its Relative Competitiveness in STL  
Thank you for your letter. Please see the response to letter #18353.

3. #18372 (Jon Farbman) Improve Class Competition  
Thank you for your letter. Please see the response to letter #18353.

#### **STU**

1. #18237 (Michele Abbate) BRZ/FR-S Edelbrock SC Kit  
Thank you for your request. Please see the response to letter #17864, Technical Bulletin.

2. #18336 (Brad McCall) Scion FR-S Supercharged - Minimum Weight Reduction  
Thank you for your request. Please see the response to letter #18218, Technical Bulletin.

#### **T1**

1. #18114 (Joe Aquilante) Adjust 7 Liter Restrictor  
Thank you for your letter. Other recommended changes have been made for T1 for 2016. Please see the response to letter #18562, Technical Bulletin.

2. #18551 (Scotty B White) ACRX Viper - Even the Playing Field  
Thank you for your letter. Changes have been recommended for T1. Please see the response to letter #18562, Technical Bulletin.

#### **T2**

1. #17303 (John Buttermore) C6 LS3 Vette Needs Assistance to Be Competitive  
Thank you for your letter. Your information was helpful for T2 discussions. Other substantial changes have been recommended for T2 for 2016 that will narrow the performance band for T2 multi marquee racing. Please see the response to letter #18560, Technical Bulletin.

#### **T4**

1. #17994 (Christopher Childs) FRS/BRZ Exhaust Header  
Thank you for your letter. Please see the response to letter #18216.



2. #18178 (David Mead) Scion FR-S and Subaru BRX Weight

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class. Please see the response to letter #18216.

### **What Do You Think**

#### **GT2**

1. #18355 (James Goughary) Compliance Chief for GT2 class

The CRB requests your feedback on the below recommendation for a GT2 Compliance Chief. Please send your feedback through the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

The GT2 class has seen remarkable growth in participation over the past two years. This growth is primarily due to the inclusion of former STO and TA2 class cars as well as "spec" cars such as Porsche Cup and Panoz. While this combination of diverse cars and rule sets has greatly increased participation, it has also created an extremely difficult job for Tech (and participants) in car specification compliance.

A GT2 "Compliance Chief" is needed for the 2016 race season. Payment for this expense would be covered by an increase in entry fee for GT2 Majors participants as done in other classes.

A GT2 compliance chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation.

#### **SM**

1. #18342 (Ralph Provitz) Allow Turn Signal Removal in the 94-97 1.8

The CRB is seeking feedback on the following. Please respond through the CRB letter system, [www.crbscca.com](http://www.crbscca.com).

Input is requested from racers on parity for the 94-97 model year cars. Is there a parity issue? Are the cars currently competitive?

Option of weight/restrictor plate adjustment, and/or allowing similar changes as the 1.6 cars recently received, but only if needed.

#### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2015  
NUMBER: TB 16-01  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications  
All changes are effective 1/1/2016 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### FF

1. #17394 (John Bauer) Clarify Exhaust Pipe Requirements  
In GCR section 9.1.1.B.14.m.2, clarify the exhaust rules as follows:

"The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. *The tail pipe must be made from a single wall thickness tubing for its' entire length and may not be swaged, shaped or formed in any way other than bending required for fitment.* The exhaust pipe must maintain a 2 inch outside diameter from the manifold exit to its outlet and must meet 9.1.1.B.12.s.9."

### P2

1. #18272 (David Locke) Change Max Displ., Req'd Restrictor, & Min. Weight of Engine Table Line B.5  
In P2 Engine Table, B.5, make the following changes:

Max. Displ.: 4205 **1345**  
Restrictor: 39.5 **40.5**  
Weight: 4200 **1160**

2. #18396 (Mike Bachman) Unrestrict 03-04 GSXR  
In P2, Engine Table, B.2, classify the Suzuki engine as follows:

*"2004 and older Suzuki GSXR"*

### SRF3

1. #18469 (Erik Skirmants) SRF3 / SRF E&O Updates  
In SRF/ SRF3, make the following updates:

In GCR section 9.1.8.E.D.e., clarify the fuel cell bladder language as follows:

"A 16 gauge steel plate measuring 10" x 28" may be ~~added~~ **stitch welded** under the fuel cell bladder above vehicle floor."

In GCR section 9.1.8.E.E.g., add the following language:

"Rub Rails - P/N 180557 LH; P/N 180558 RH, may be fabricated from .060" **to .090"** thick aluminum. Dimensions shall be 2-1/2" high x 3" wide x 72" long. Additional fasteners may be used."

In GCR section 9.1.8.E.E.i., replace language as follows:

~~"Floor Pans - P/N 180434 and 180434B, may be fabricated from .060" thick aluminum. Such floor pans shall be dimensionally and functionally the same as to the original floor pans furnished by Enterprises and shall perform no other function. Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted, spacing no closer than 4" on center. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."~~  
**"Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted, spacing no closer than 4" on center. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."**

In GCR section 9.1.8.E.H., make the following changes:

~~"NO MODIFICATIONS ALLOWED. Required front air ducts shall be installed. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Original rubber brake lines may be replaced with braided metal-covered (Aeroquip type/size 3) brake lines. Replacement lines shall attach to all braking components with no modifications. Front brake ducts are required, attached to the openings in the lower radiator baffles, any flexible 4" duct material allowed, installed length minimum 12" maximum 36" in length. Must be securely fastened, Bracket Part # 800368 can be used. Shall serve no other purpose. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Aeroquip style -3 braided stainless flex lines only, must attach to all brake components without modification. Brake pad "anti-rattle" clips may~~  
**"NO MODIFICATIONS ALLOWED. Required front air ducts shall be installed. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Original rubber brake lines may be replaced with braided metal-covered (Aeroquip type/size 3) brake lines. Replacement lines shall attach to all braking components with no modifications. Front brake ducts are required, attached to the openings in the lower radiator baffles, any flexible 4" duct material allowed, installed length minimum 12" maximum 36" in length. Must be securely fastened, Bracket Part # 800368 can be used. Shall serve no other purpose. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Aeroquip style -3 braided stainless flex lines only, must attach to all brake components without modification. Brake pad "anti-rattle" clips may**

*must* be removed.”

In GCR section 9.1.8.E.J., add the following language:

“NO MODIFICATIONS ALLOWED. The steering rack may be shimmed with any combination of standard shims P/N 280286 *.030*” or P/N 280287 *.060*” to eliminate bump steer.”

In GCR section 9.1.8.E.K., replace language as follows:

~~“NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. All wheel bearings shall be run with grease (not oil), no special coating of the bearings is allowed, and the bearing grease seal shall be intact (unmodified). Only ferrous bearing housing and balls or rollers are permitted. Wheel spacers are not allowed.~~ *NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. No wheel spacers are allowed.*”

In GCR section 9.1.8.E.X., add the following language to the end:

*“m. Wheel bearings “ONLY” ferrous housing, balls or rollers are permitted, shall be run with grease (not oil), no special coating of the bearings. Grease seals shall be intact (unmodified).”*

In GCR section 9.1.8.E.V.f., make the following changes:

“Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. *Tape or vinyl may not close body seams or openings.* Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. ~~Tape cannot close body seams.~~”

In GCR section 9.1.8.E.W.p., make the following changes:

“The addition of a metal foot pan in the area of the foot pedals/ driver’s feet, size shall be 27.87” x 21.56” x 1.25” made from sixteen *16* gauge metal. *Must be securely fastened with rivets / bolts or 27.87 X 21.56 if Stitch welded.*”

In GCR section 9.1.8.E.X.j., make the following changes:

~~“Suspension linkage adjustments: No more than 9/16 inches of the threads showing on any spherical rod ends. This is a mandatory requirement to ensure sufficient engagement of the threads in the adjustable linkages. *.570” exposed thread from first formed thread to a STD jam nut on any Spherical rod end. This is minimum mandatory requirement to ensure sufficient engagement of thread in the adjustable linkages.* It is not permissible to remove any jam nut on suspension links.”~~

In GCR section 9.1.8.E.2.B., make the following changes:

“Current SRF *body* rules with the exception of the tail: *as noted*: Tail **Tail**: can be used in any legal SRF configuration until *Start of 2018* competition season. Final (required ~~1/1/2018~~) *SRF3* configuration is ~~no scoop and a 4” (measured from bottom edge) cutout of the rear panel.~~ *shall be 4” X 62.5” +/- .500” with a 1” radius in the upper corners cut from the lower rear panel of the tail. Measured from the bottom up and centered left to right. No Scoop.* Min weight 27 lbs. Max 60lbs.

*Center section: Oil Cooler NACA Duct is optional for SRF3, if installed must be unmodified and functional. Trimming of the left engine duct or the airbox snorkel is permitted for fitment, no sealing of the joint.*

~~When available from Customer Service Representative at event, GEN3 Approved identification must be displayed on nose of car. Approved “Ford Racing” decals on each side of tail engine hump. Approved “Performance Electronics” decals on each side of tail.~~ *Mandatory identification. “SRF3” near the side car numbers, Approved (2) “Ford Racing” & (2) “Performance Electronics” on each side of the tail. “Hoosier” logo (4) on both sides front lower outer corners of the nose, each side of the tail.*

*All SRF3 cars must have minimum 10” wide “Day Glow Orange” visible front and rear on the horizontal portion of the tall man kit.*”

In GCR section 9.1.8.E.2.C., make the following changes:

~~“Recorded ECU data remains the property of SCCA Enterprises and must be surrendered when requested. ECU Data collection by the competitor is allowed ONLY by approved methods. No competitor data device may be active at any time with the Engine management system. All engine management sensors must be connected and functioning.~~ *by “CAN DATA STREAM ONLY” ECU tune file is “spec” may be checked or updated by SCCA Enterprises or CSR personnel at any time is not at the discretion of the competitor. An update is official when released by SCCA Enterprises. No competitor device at any time may be active with the Engine management system. All engine management sensors must be connected and functioning.* It is the responsibility of the competitor to maintain sensors in working condition.”

In GCR section 9.1.8.E.2.H., remove air box language as follows:

~~H. AIR BOX~~

~~“Airaid air inlet box and tube assembly, P/N G592230, is mandatory in stated location. Drain hole on bottom side of air box MUST REMAIN OPEN and un-obstructed. (Drivetrain Violation Item). Trimming of the center section of the body or the airbox snorkel is permitted, no sealing of the joint.”~~

~~In GCR section 9.1.8.E.2.I., replace the engine language and re-letter section H as follows: \_\_\_\_\_~~

~~“I. H. ENGINE \_\_\_\_\_~~

In GCR section 9.1.8.E.2.H., add the following language:

*“24. Air Box: P/N G592230 Mandatory unmodified, except as noted under body work, Air Box floor vent must remain open and un-obstructed.”*

## GCR

### 1. #18046 (David Badger) Change in Fuel List

In GCR section 9.3.26, Chemical Compounds Prohibited or Restricted in SCCA Race Fuels table, make the following change:

Benzene: ~~5.6%~~ **.75%**

### 2. #18175 (David Gomberg) Section 1.2.3.C Error & Omission

In GCR section 1.2.3.C.3., make the following changes:

"Any item not addressed in the Category Rules is controlled by the General Technical Specifications. *The specification line for a particular car takes precedence over the specific class rules, the general Category Rules and the General Technical Specifications.*"

### 3. #18375 (SCCA Staff) Clarify Homologation Language

In the April 2015 Fastrack, the Club Racing Board recommended to update the homologation requirements in section 9.2.2. The BoD approved the recommendation in their May meeting.

Additional language in the GCR requires updating to reflect the original recommendation as follows:

In GCR section 9.2.2., add the following sentence to the beginning of the second paragraph:

*"Cars which do comply with the design criteria set forth for roll hoops (GCR 9.4.5) do not require a homologation certificate."*

In GCR section 9.2.1.G, make the following changes:

"All Formula and Sports Racing Cars ~~registered after January 1, 1983~~ are **may be** required to be homologated by SCCA and issued a Certificate of Approval. *Refer to section 9.2.2. for details.* Exceptions are Spec Racer Ford, FE, SRSCCA, and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook."

In GCR section 9.1.1.A.1.a, make the following changes:

"A single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to GCR Section 9. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

In GCR section 9.1.1.B.1.d, make the following changes:

"Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

Remove GCR section 9.1.1.B.1.e as follows:

~~"All cars converted from one class to the other shall apply for homologation and comply with these rules."~~

In GCR section 9.1.1.C.1.B, make the following changes:

"Formula Vee is a **Restricted Class**. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

In GCR section 9.1.1.D., make the following changes:

"A class for single seat, open wheel, rigid suspension race cars using either a snowmobile derived engine and drive components or a 600cc motorcycle engine. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.

Formula 500 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~

*Refer to section 9.2.2. for details.*"

In GCR section 9.1.1.F., make the following changes:

"A formula for purpose built, highly modified single-seat, open-wheel, open cockpit racing cars, which meet the general regulations of Section 9. of the GCR for Formula Category cars, yet are different in concept and specifications from the current SCCA Formula classes. Homologation is **may be** required ~~on ALL Formula S cars.~~ *Refer to section 9.2.2. for details.*

All Formula S cars registered after January 1, 2003 shall meet all preparation rules of Section G. Formula S cars registered prior to January 1, 2003 may be updated to Section G. specifications but they shall meet all requirements of Section G. without exception.

Exceptions to the FS specifications must be **made to the Club Racing Board** ~~requested with the homologation application and will be listed on the homologation certificate.~~ *Cars must have a letter from SCCA Technical Services documenting the exception."*

In GCR section 9.1.1.G., make the following changes:

"Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is **may be** required for ~~all cars.~~ *Refer to 9.2.2. for details.* All FB Sport Racing Cars competing in Majors Races and the Runoffs must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal

and the collection of the box when the car exits the race track. Effective date March 1, 2014. Contact AIM and their distributors for direct purchase.

## 1. Definition

A formula for purpose built, open-wheel, open cockpit racing cars. F1000 allows converted Formula Continental, Formula 2000, Formula F, and purpose-built motorcycle-powered tube frame chassis. ~~Re-homologation as an F1000 is required for all converted cars.~~

In GCR section 9.1.1.H., make the following changes:

"Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is *may be* required for all cars registered after January 1, 1983. *Refer to section 9.2.2. for details.* Homologation for FS classification is required on all Formula First cars."

In GCR section 9.1.8.B., make the following changes:

"A class for purpose built (i.e., road racing prototype, Can-Am, SR2, etc.), highly modified single or two-seat, closed-wheel, open or closed cockpit racing cars which meet the general regulations of Section 9 of the GCR for Sports Racing Category cars, yet are unique in concept and liberal in specifications so as to provide innovative design latitude. Homologation is *may be* required. *Refer to section 9.2.2. for details.* ~~on all ASR cars, except~~

~~1. Former Formula A (F-5000) cars registered as ASR cars before January 1, 2003.~~

~~2. Cars conforming to the 1978-1984 Can-Am specifications, with aerodynamic skirts removed, registered as ASR cars before January 1, 2003.~~

~~3. ASR cars registered prior to January 1, 2003 which meet the provisions of 9.1.8.A.1.n. These cars may be updated to Section A.1.b.m specifications but they then shall meet all requirements of Section A.1.b without exception, including homologation.~~

~~Exceptions:~~

~~Exceptions to the ASR specifications must be requested with the homologation application and will be listed on the homologation certificate."~~

In GCR section 9.1.8.B.1., make the following changes:

"The minimum weight of the vehicle as raced, without driver, shall be 750 lbs. Cars of composite (e.g., fiberglass, carbon fiber, Kevlar, etc.) chassis construction shall not exceed a maximum weight, as raced without driver, of 1500 lbs. Cars of conventional tubular space-frame or metallic monocoque chassis construction that are in excess of 1800 lbs, as raced without driver, require specific approval by the Club Racing Board and the Club Racing Technical Manager for homologation (*if required, see section 9.2.2. for details.*) and competition eligibility."

In GCR section 9.1.8.C., add the following language:

"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 technology in car design and innovation while utilizing established cost effective engine technology."

In GCR section 9.1.8.D., add the following language:

"P2 is a relatively low cost 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.* Spec line cars homologated prior to 1-1-16 must meet all spec line requirements, all cars homologated after 1-1-16 must meet all P2 requirements or be homologated on a new spec line, except ESR cars which must meet the ESR rules in GCR section 9.1.8. The rules are specifically designed to eliminate expensive solutions and provide equal competition between several different types of race cars. Some technologies are prohibited due to cost, availability, and complexity. As these prohibited technologies individual status changes they may be approved to aid in keeping the class current and attractive."

4. #18509 (SCCA Staff) Update Loss of Consciousness Language

In GCR section 2.3.2.D, revise the language as follows:

### 2.3.2.D. Concussion & Loss of Consciousness

"A participant who suffers *a concussion, defined as a traumatic brain injury caused by a bump, blow or jolt to the head, or loss of consciousness, defined as lack of response to others or amnesia for the incident, shall be medically evaluated before participating further in the current event or in future events, and must be cleared either by the attending physician at the treating facility and the event Chief Medical Official, if there is one, depending on the outcome of the evaluation. by the track physician or ER and is prohibited from participating in the remainder of the event weekend. If the driver is diagnosed as having a head injury or concussion, regardless of the level, the driver must have a follow up evaluation by a neurologist upon his/her return home. The driver must obtain the approval of the neurologist to resume racing and submit the approval to SCCA Member Services. The event Safety Steward shall notify SCCA Member Services of accidents resulting in the above.* The protocol for evaluation is available from the event Safety Steward and the National Office."

Note: The guidelines are being revised to align with the new medical requirements and current industry standards when dealing with concussions and impacts. The Board of Directors were informed of the revision at their October Meeting.

## Grand Touring

### GT2

- #18197 (Richard Smith) Disenfranchised GT2  
In GT3, classify the Mazda 13b engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>13B</i>	<i>Bridge/Peripheral Port</i>			<i>2626</i>			<i>37mm SIR</i>	<i>2400</i>	<i>GT2 spec</i>

### GT2/ST

- #18113 (Joe Aquilante) Update Corvette Spec Page to Include 2015 Corvettes  
In GT2/ST, change the model years of the Chevrolet Corvette as follows:

Chevrolet Corvette ~~(-2014)~~ *(-2016)*

- #18141 (Rob M) Allow the 5000cc BMW V8 in the E92 M3/ Edit the E46 Spec Line  
In GT2/ST, BMW E46 M3 & E36 / BMW Z3, add to the model/notes as follows:

BMW E46 M3 & E36 / BMW Z3 / *BMW 5000cc V8 @ 3000lbs.*

~~"The M5 5.0L~~ *BMW 5000cc V8* is permitted at 3000 lbs."

- #18163 (Scotty White) Hybrid Manifold Error & Omission

In GT2/ST, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, add the following language to the 8300 OEM notes:

*"Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed."*

### GT3

- #18123 (Craig Johnson) Disenfranchised GT2 Car Allowed With 150 lbs. Weight Penalty  
In GT3, classify Nissan L28 engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>NISSAN L28</i>	<i>SOHC</i>	<i>86.1</i>	<i>79</i>	<i>2760</i>	<i>Alum, Non-crossflow</i>	<i>2</i>	<i>33mm SIR</i>	<i>2280</i>	<i>GT2 spec</i>

### GTA

- #18213 (Butch Kummer) Updating Wheel & Tires Specs  
In GCR section 9.1.2.G.VII.A., make the following change:

"Rims must be 15" diameter steel stock car rims of a one-piece construction specifically designed for racing. Wheel ~~offset~~ *back spacing* must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed). Maximum wheel width is 10".

In GCR section 9.1.2.G.VII.B., remove language as follows:

~~"Race tires American American Racer EC-85 (until 7/01/14)"~~

~~"Goodyear 2560 (until 7/01/14)"~~

### GTL

- #18264 (Jamie Houseman) New Classification  
In GTL, classify the 2000-2006 Honda Insight with a wheel base of 94.5".

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Insight</i>	<i>00-06</i>	<i>2dr</i>	<i>FWD</i>	<i>94.5"</i>	

In GT3, classify the 2000-2006 Honda Insight with a wheel base of 94.5".

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Insight</i>	<i>00-06</i>	<i>2dr</i>	<i>FWD</i>	<i>94.5"</i>	

2. #18280 (Tim Linerud) Error in GCR

In GTL, Volkswagen Corrado, correct the wheelbase as follows:

*94.5" 97.3"*

### Improved Touring

None.

### Production

1. #17873 (Jeff Young) Triumph TR8 Brakes

In EP, TR7, add a brake kit as follows:

"(F) 267 (10.5) Vented Disc (R) 229 (9.0) Drum (R) 267 x 20 (10.5 x .78) Disc, Discs from TR-8, and alt. JRT brake kit is # STN 0068: *and Rimmer Bros. brake kit #GRID007446.*"

In EP, TR8 (78-81), add a brake kit as follows:

"(F) 10.5 vented (R) 9.0 Drum or 10.5 x .78 disc, *JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446.*"

2. #18543 (Production Committee) Correct Specifications for E46 BMW Listings

In EP, BMW 325 E46, revise the specifications 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.)
<i>BMW E46 325i/is (2001-2006)</i>	<i>2</i>	<i>2575 * 2639 ** 22704</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x2.95"</i>	<i>152.1 c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.38" (E) 1.200"</i>	<i>Fuel injection</i>	<i>107.3"</i>	<i>61.2"/62.7"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>BMW E46 325i/is (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 11.81"x.87" vented (R) 11.57"x.75" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

3. #18544 (Production Committee) correction to BMW E46 specifications

In EP, BMW 328 E46, revise the specifications 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.)
<i>BMW E46 328i/is (2001-2006)</i>	<i>2</i>	<i>2750 * 2819 ** 2888</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x3.31"</i>	<i>170.37 c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.30" (E) 1.20"</i>	<i>Fuel injection</i>	<i>107.3"</i>	<i>61.2"/62.7"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW E46 328i / is (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 11.81"x.87" vented (R) 11.57"x.75" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

4. #18289 (Production Committee) Clarify Mk. # for FP Austin Healey

In FP, Austin-Healey Sprite Mk. II, III, IV, MG Midget Mk I, II, III, IV & 1500, add *Mk. I* to the second spec line (wheel size, etc.)

5. #18297 (Brian Borshoff) 1973 Mercury Capri

In FP, Ford Capri 2000 (71-74), add the following language:

"Ford/*Mercury* Capri 2000 (71-74)"

6. #18259 (Steve Hussey) Correction to Spec Line for HP Lotus 7

In HP, Lotus 7 & 7 America, add the following to the notes:

*"Series 4 axle housing is permitted. Suspension components can pass through exterior bodywork. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 50 inches in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 4-1/2 inches above the undertray of the vehicle. At a point 6 inches rearward from the front of the flange, the fender shall be no narrower than 16-7/8 inches as measured along the upper curvature. At a point 18 inches rearward from the front of the flange, the fender shall be no narrower than 7 inches along the upper curvature and from 34 inches to 48 inches, the fender shall be no less than 3" inches along the upper curvature. From 48 inches rearward, a radius may provide a transition between the outer and the rearmost fender edges. The contours resulting from this modification shall be gradual and describe a smooth curve in plain view. A diagram is available from SCCA. No further modifications are allowed."*

7. #18314 (Michael Annis) HP Spec Line Error

In HP, Lotus 7 & 7 America, remove the following valve sizes:

(f) 1.30 (E) 1.20

8. #17965 (Kevin Ruck) Clarify Air Dam Height Rule & Undertray Allowance

In GCR section 9.1.5.E.9.a.9., make the following changes:

~~"Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/ replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).~~

*A front spoiler/air-dam can be fitted to the front of the car.*

*A. The spoiler/air-dam shall not protrude beyond the overall outline of the body when viewed from above, perpendicular to the ground, or aft of the forward most part of the front fender wheel opening.*

*B. The spoiler/air-dam can be mounted to the body, chassis and/or frame and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device may be used in locations where the front bodywork is above the four inch maximum.*

*C. The spoiler/air-dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.*

*D. If the spoiler/air-dam covers any portion of the stock grille, an opening must be created in the spoiler/air-dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the spoiler/air-dam must be symmetrically aligned in both planes of the grille.*

*E. Openings in the spoiler/air-dam are permitted for the purpose of ducting air to the brakes, radiator and/or oil coolers.*

*Openings can be cut in the front valance to allow the passage of up to a three (3) inch diameter round duct hose leading to*



*each front brake. These openings can serve no other purpose.*"

Add a new 9.1.5.E.9.a.10., and re-number the following paragraphs:

*"An undertray may be added. The undertray may close out the area from the leading edge of the bodywork (including the spoiler/air-dam) back to the forward most part of the front fender wheel opening."*

9. #17966 (Kevin Ruck) Clarify Drive Train Coatings - Intake Manifold  
In GCR section 9.1.5.E.2.b.7., make the following changes:

*"The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. ~~The intake manifold cannot otherwise be modified.~~ In all other respects the intake manifold must be stock. Plating, painting or coating of the intake manifold is prohibited."*

10. #18288 (Production Committee) Clarify Headlight Rule  
In GCR section 9.1.5.E.9.a.10, clarify the headlight rule as follows:

*~~"Glass and/or plastic headlight, front parking and signal light lenses and bulbs can be removed. All other lighting components can be removed. The headlight bezels/rims must remain in their stock locations. If the headlights are removed, openings behind the headlight bezels/rims must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the stock headlight lenses. Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. The headlight bezels/rims must remain in their stock locations. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers."~~*

Remove GCR section 9.1.5.E.9.a.10.C./ D., re-letter as follows:

~~C. Side marker light assemblies can be removed and the openings covered with a solid panel.~~

~~D. Cars that have plastic or glass headlight covers fitted as stock, must remove those covers and either replace them with duplicates of an alternate material mounted in the stock location or the covers can be removed to allow the ducting of air.~~

E. **C. Taillights** must be the **stock** type and mounted in the **stock** location.

11. #18291 (John Bauer) Clarify the number of forward gears  
In GCR section 9.1.5.E.1.n.5., clarify the forward gears rule as follows:

*"The number of transmission speeds listed in a car's specification line is the number of forward gears operable by the driver from his normal seated position (e.g. a 6 speed transmission with 1 forward gear removed/disabled is considered a 5 speed transmission)."*

### **Spec Miata**

1. #17927 (Dan Tiley) Please Add Tolerance Specification to Engine Stroke Requirement  
In SM, make the following changes:

Mazda MX-5 / Miata (90-93):

Bore x Stroke: 78.0 x ~~83.6~~ **83.7** 1597 or alternate 78.25 x ~~83.6~~ **83.7**

Mazda MX-5 / Miata (94-97):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

Mazda MX-5 / Miata (99-00):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

Mazda MX-5 / Miata (01-05):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

### **Super Touring**

#### **STL**

1. #18233 (Bob Dowie) Cable Operated Throttle Body MZR  
In STL, Mazda MZR, add language to the Table A notes as follows:

*"55mm flat plate restrictor required. Unmodified cable-operated throttle body, Acura part number 16400-PND-A17, 60mm ID, allowed. Must meet ALL STL regulations."*

**STU**

1. #17864 (Michael Ibarra) Edelbrock E-Force Supercharger Kit Approval  
In STU, Table B., classify a separate sub-line for the Subaru BRZ/ Scion FRS as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>2850</i>	<i>Edelbrock Supercharger Kit part #1556, 6-rib 3.25" pulley measured over .098" gauge wire placed in between grooves.</i>

2. #18218 (Oscar Jackson) FR-S/BRZ Weight Adjustment with Jackson Racing Supercharger  
In STU, Table B., Subaru BRZ/ Scion FRS, adjust the weight/notes as follows:

~~2970~~ *2850*

"Jackson Racing S/C Kit, part # 000-07-300 *and 2130-07-R01 SC Pulley, 110mm, FR-S/BRZ* permitted."

3. #18393 (david mead) Garrett Turbo Allowance Part # Incorrect  
In GCR section 9.1.4.1.H.3, approved turbo list, make the following correction:

"Garrett ~~GT2254R~~ *GT2554R*, p/n 471171-3"

Note: this is correcting an addition to a table that was added in a previous Fastrack. See letter #17261 and #17560.

4. #18475 (Christopher Itterly) Single Throttle Body Weight Reductions  
In GCR section 9.1.4.1.H.1., add the following language after the weight table:

- a. Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%.*
  - b. Engines 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%*
  - c. Engines 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%*
- Note: weight reduction items to apply **only** to normally-aspirated engines. "*

**Touring**

**T1**

1. #17516 (Amir Haleem) Toyota Supra Turbo Specification Line Modification  
In T1, Toyota Supra, add to the engine notes as follows:

*"Any turbo permitted with 43mm Turbo Inlet Restrictor. "*

2. #18194 (david mead) BMW engine classification cleanup  
In T1, BMW E46 M3 & E36 / BMW Z3, change the engine notes as follows:

"The M5 5.0L *V8* is permitted at ~~3000~~ *3500* lbs. 4.0L V8 permitted at ~~3400~~ *3200* lbs."

In T1, BMW E46 M3, Maximum Displ. 4000, change the weight as follows:  
~~3400~~ *3200*

3. #18335 (david mead) Why Remove IRS From the Mustang/Tbird Classifications  
In T1, Ford Mustang/ Thunderbird (pushrod), add the following to the Chassis Notes:

*"OEM independent rear suspension is permitted."*

In T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote), add the following to the Chassis Notes:

*"OEM independent rear suspension is permitted."*

In T1, Ford Mustang/ Thunderbird, add the following to the Chassis Notes:

*"OEM independent rear suspension is permitted."*

4. #18562 (Touring Committee) T1 Class adjustments  
 In T1, classify the following vehicle:

<b>T1</b>	<b>Maximum Displ.</b>	<b>Min. Weight</b>	<b>Restrictor</b>	<b>Engine Notes</b>	<b>Chassis Notes</b>
<i>Ford Mustang/ Thunderbird (Boss 302 &amp; Coyote) OEM</i>	<i>5000</i>	<i>3425</i>	<i>(2) 50mm flat plate restrictors required</i>	<i>OEM 5.0 Only approved throttle body Ford Racing Part #M-9926-CJ65</i>	

Effective 3/1/16, in T1, Ford Mustang/ Thunderbird (“Cobra Jet” engine), make the following changes:

Model: Ford Mustang/ Thunderbird (“Cobra Jet” engine) *OEM*  
 Weight: ~~3425~~ *3525*  
 Add to restrictor: *(2) 50mm flat plate restrictors required.*  
 Add to chassis notes: *Only approved throttle body Ford Racing Part #M-9926-CJ65.*

Effective 3/1/16, in T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote, make the following changes:

Model: Ford Mustang/ Thunderbird (Boss 302 & Coyote) *Built*  
 Weight: ~~3425~~ *3525*  
 Add to restrictor: *70mm flat plate restrictor required.*

Effective 3/1/16, in T1, BMW M3 E92 (08-13), change the weight as follows:  
~~3450~~ *3250*

In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM, make the following changes:  
 “2, ~~40mm~~ *52mm* flat plate restrictors *required.*”  
 “~~(2) 45mm flat plates~~”

**T1-LP**

1. #18310 (John Buttermore) Reduce weight of Limited Prep C6 Corvette  
 In T1-LP, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), adjust weight:  
 LS2: ~~3300~~ *3200*  
 LS3: ~~3400~~ *3300*

**T2**

1. #18382 (Anthony Saenz) Camaro SS 1LE  
 In T2, Chevrolet Camaro SS 1LE (10-14), clarify as follows:  
 Chevrolet Camaro SS/1LE (10-14)

2. #18560 (Touring Committee) T2 Class adjustments

All Touring cars whose tire size has been reduced for 2016 may run the previous tire size through the first two Majors conference weekends in Mid-States, Northern and Western Conferences. In the Northeastern and Southeastern Conferences, the previous tire size may be used until the completion of the third Majors weekend. After these races, only the 2016 tire size may be used.

In T2, Ford Mustang Boss 302 (12-13), make the following changes:  
 Tire Size (max): ~~295~~ *275*  
 Weight (lbs): ~~3500~~ *3550*

In T2, Ford Mustang GT 5.0L (11-14), make the following changes:  
 Tire Size (max): ~~295~~ *275*  
 Weight (lbs): ~~3500~~ *3550*

In T2, BMW E92 M3 (08-14), change the tire size:  
~~295~~ *275*

**T3**

1. #18360 (Charles Kim) Reduce S2000 Minimum Weight in T3  
 In T3, Honda S2000 (all) (00-09), change the tire/weight as follows:  
 245 (F) 245 (R) 275  
 2.0L @ 2800 2750 2.2L @ 2850 2800

2. #18479 (david mead) Please Reinstate T3 04+ RX8 Classification  
 In T3, classify the Mazda RX-8 Base/R3 (04-09) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Mazda RX-8 Base/R3 (04-09)	2600	2703	TBA	255	3.76, 2.27, 1.65, 1.19, 1.0, .084  3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	2850	Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted.

3. #18519 (Greg Amy) Tire Allowance, Spec E46 in T3  
 In T3, SpecE46, make the following changes:  
 Tire Size (max): 225  
 Weight (lbs.): ~~2900~~ 2950  
 Add to notes: *SpecE46 spec tire permitted per SpecE46 appendix rules.*

**T4**

1. #17939 (Derrick Ambrose) Mazda 3 Model Years in Touring  
 In T4, Mazda3 (2010), add the following model years:  
 Mazda3 (10-13)

In T4, Mazda3 (2015), add the following model years:  
 Mazda3 (~~2015~~ 14-16)

2. #17989 (Christopher Childs) Please Adjust Honda Civic Weight  
 In T4, Honda Civic Si (12-13), change the notes as follows:  
 "52mm 47mm flat plate restrictor required"

In T4, Honda Civic Si (14-15), change the notes as follows:  
 "52mm 47mm flat plate restrictor required"

3. #18333 (david mead) Sizing On 2016 T4 Miata Tires  
 In T4, 2016 Mazda MX5, change the tire size as follows:  
 245 225

4. #18337 (david mead) RX8 Spec Line Clarification  
 In T4, Mazda RX-8 R3 (04-09), add the following to the model description:  
 Mazda RX-8 Base/R3 (04-09)

# COURT OF APPEALS

## Judgment of the Court of Appeals

Ryan Pilla vs. SOM

COA Ref. No 15-07-NE

November 19, 2015

### FACTS IN BRIEF

At the Jersey Road Racing Classic on October 24, 2015, Mark Cefalo, driver of Spec Miata (SM) #00 filed a Mechanical Protest against Ryan Pilla, driver of SM #19 requesting examination of several internal and external vehicle components. A protest bond was established and received from Mr. Cefalo to cover all items protested. Mr. Pilla was notified of the protest on the grid shortly before SM Qualifying Race 1. He permitted inspection of several parts at impound following the qualifying race, but removed his vehicle from the track later that day, prior to the completion of all inspections. The Stewards of the Meeting (SOM) Terry Hanushek, Jim Harrison, and A.G. Robbins, Chairman, ruled that by leaving the facility with SM #19, Mr. Pilla had refused to allow inspection as required by General Competition Rule (GCR) 8.3.3.C. and the SOM invoked automatic penalties per GCR 7.4.D. Mr. Pilla was disqualified from the event, assessed a fine of \$250, and his competition privileges are suspended for six (6) months. Mr. Pilla appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on November 19, 2015 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Ryan Pilla, received November 9, 2015.
2. Official Observer's Report and related documents, received November 15, 2015
3. Email testimony from A.G. Robbins and Bill Etherington, Chief Scrutineer, received on various dates.
4. Event Supplemental Regulations and Official Results

### FINDINGS

The Court of Appeals notes there is agreement that Mr. Pilla was notified that a mechanical protest had been lodged against SM #19 immediately before SM Qualifying Race 1. The car was impounded at the completion of the race and technical inspectors checked the restrictor plate and flywheel which were determined compliant. Bill Etherington, Chief Scrutineer, states that Tech applied fingernail polish to the restrictor plate, some bolts for the throttle body, and several valve cover screws. Also, at Mr. Pilla's trailer, the transmission was sealed to the engine. Mr. Pilla and/or member(s) of his crew were present when each of these "sealing" steps was taken.

Mr. Pilla states that due to personal commitments, he needed to leave the track at the end of Saturday's activities. Mr. Robbins went to Mr. Pilla's trailer and explained the impact of not completing all inspections, specifically citing the automatic penalties described in GCR 7.4.D.

Mr. Pilla's appeal of the penalties imposed is centered on his statement that he was not told the protest was for a mechanical teardown and that he complied with all inspections that had been performed up to the point he left the facility. It is possible the term "mechanical teardown" was not explicitly used. However, "mechanical teardown" is a non-specific term describing the removal or disassembly of various components to facilitate examination of protested items. The COA finds that the presence of Mr. Pilla or members of his crew at the time specific engine component access points were marked or sealed indicates Mr. Pilla was aware that additional inspection was required.

Mr. Pilla also states that his car did not have a competitive advantage over Mr. Cefalo's car. Competitive advantage is not relevant to the protest or the appeal. Mr. Pilla further asserts that Mr. Cefalo's protest was "in bad faith and vexatious to the spirit of competition". This is something that should have been discussed with and investigated by the SOM at the time of the protest notification, but Mr. Pilla did not raise the issue prior to leaving the track. Therefore, his allegations are not germane to the SOM action and will not be considered by the COA.

In conclusion, the COA determines that Mr. Pilla's actions constituted refusal to allow inspection of protested items as described in GCR 8.3.3.C. Mr. Pilla has provided no new evidence to affect the outcome of the appeal.

### DECISION

The Court of Appeals upholds the ruling of the SOM in its entirety. Mr. Pilla's appeal is not well founded and the appeal fee will be retained by SCCA.

# **DIVISIONAL TIME TRIALS COMMITTEE**

## **DIVISIONAL TIME TRIALS COMMITTEE MINUTES | December 10, 2015**

The DTTC approved and submitted the 2016 Time Trial Rules -- PDX/CT Driver Information, TT/HC Driver Information, and Organizational Information.