

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 2, 2016

The Club Racing Board met by teleconference on February 2, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator; Chris Albin, consultant; Dennis Dean and Jim Rogaski, guests. The following decisions were made:

Member Advisory

FV

1. #18899 (Formula/Sports Racing Committee) Spec Tire in FV

Based on member input and survey results about a spec tire, the CRB recommends pursuing a spec tire for Formula V through the Club Racing Department, for the 2017 racing season and beyond.

SM

1. #18140 (David Dewhurst) Spec Miata Compliance Fee

Thank you for your letter. Effective 3/1/16, there will be a \$20 compliance fee for every Majors event. The CRB and SMAC will work with SCCA to administer the use of the funds collected.

No Action Required

T4

1. #18798 (Marcel Berkhout) Allow Bilstein B14 FRS/BRZ

Thank you for your letter. The spring package for the FRS/BRZ is a spec spring, and any make (including Bilstein) of non-adjustable shock/strut usable with the spec spring is permitted.

Not Recommended

F5

1. #17961 (David Lapham) Aerodynamics Rear Diffusers

Thank you for your letter. Diffusers are allowed as long as they fall within the listed overall length. The rules are adequate as written.

2. #18220 (Nicholas Sullivan) Separate Classes for F5 and F6

Thank you for your letter. The CRB recommends both the 2 stroke and motorcycle engine competitors work through the newly formed F5 Ad Hoc Committee for the overall good of the class.

3. #18256 (David Lapham) F-5 Aerodynamics Rules Clarification and Improvements

Thank you for your letter. The CRB does not recommend these changes.

FA

1. #18843 (Jay Horak) Pro Formula Mazda Class

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

FV

1. #18892 (Greg Rice) Alternate Tire Letter 17553 Was Lost, Ignored, Buried, or ?

Thank you for your letter. Your letter number (17553) and name were listed in letter #17504, December 2015 Fastrack Minutes, thanking you for your feedback. The CRB has recommended pursuing a single spec tire for FV. Please see the response to letter #18899. Divisions have the ability to allow alternate packages in their regional racing series.

P2

1. #18476 (Jay Messenger) P2 Class Too Similar to P1 - Not in Line With Vision for Class

Thank you for your letter. The CRB does not recommend this change at this time and will monitor the relative performance of the two classes.

2. #18499 (Austin McCoy) Norma M20F P2 Eligibility

Thank you for your letter. The CRB does not recommend this change because Group CN cars are not consistent with the P2 class philosophy.

GT

1. #18706 (Michael Major) Prohibit Carbon/Carbon Clutches in Club Racing

Thank you for your letter. Carbon/carbon clutches have been in use too long to prohibit them now.

GT2

1. #18667 (Phil Lasco) Panoz GTS Engine Upgrade

Thank you for your letter. This is a spec classification that has been given several performance allowances over the last couple of years. Sufficient data is not available to warrant these changes at this time.

GT3

1. #18637 (Stanley Lizauskas) Engine Builder; Improve 12A Bridgeport Performance

Thank you for your letter. The CRB believes the 12A Bridgeport to be competitive as classified.

EP

1. #18774 (A. Sterling Cole) Window Net Rule Change for All Closed Cars

Thank you for your suggestion. The window net rule is adequate as written.

HP

1. #18840 (Mike W. Ogren) Toyota 2TC and Datsun 1600 Correction Please

Thank you for your request. Currently, there is no competition data that would support the need for the requested adjustment to these cars.

2. #18904 (Matt Brannon) Allow 13x7 Wheels in HP

There are currently both Goodyear and Hooiser race tires, both slicks and rain tires, that are specified to run on 6" wide rims. Indeed there are more options now than when this request was first made. Based on the results of competition in HP it is evident that cars running 6" wide wheels are not at a competitive disadvantage.

Production

1. #18818 (Mike W Ogren) Modernize the Air Dam Rules, Please

Thank you for your letter. The rule as recently revised provides clear guidance for the construction of spoilers and their integration into the existing bodywork of Production race cars. Restricting the width of fender flares and the associated portion of the spoiler is unnecessary. The existing rule requires retention only of the stock grille opening. It does not preclude the spoiler being allowed to cover the holes mentioned by the author that are exposed if the bumper of the referenced car is removed. If a replica bumper is installed, as permitted by the rules, the spoiler would also cover these holes.

SM

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone

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

2. #18749 (Brian Vondran) Pinch Weld Reinforcement - Rule 9.1.7.3.q.

Thank you for your letter regarding tubing for jacking points along the pinch weld. The current rule defines the modifications allowed for jacking points. Additional points for jack stands are not needed.

3. #18836 (Jan Nevarez) Split SM into 1.6 and 1.8 Classes

Thank you for your request. The CRB believes that splitting the class into 1.6 and 1.8 is not in the best interest of the class.

STL

1. #18862 (Buzz Marcus) STL Weight Changes

Thank you for your letter. The CRB has no plans to make any rear wheel drive or Miata weight changes at this time, but will continue to monitor performance.

STU

1. #18739 (Gregory Goss) OE Wheel Size

Thank you for your letter. The CRB has no plans to open up the wheel restrictions in STU at this time.

T1

1. #18833 (John Iles) Mustang Restrictor Requirements

Thank you for your letter. The CRB does not recommend this change and will continue to monitor performance in T1.

T3

1. #18312 (Darrell Anderson) Spec Mustang to Run in T3

Thank you for your request. SMG does not fit in T3. Please see letters 18901 and 18971 , What Do You Think, concerning the potential for SMG in ST or AS.

Recommended Items for 2017

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.

GCR

1. #18931 (SCCA Staff) Increased Fire System Requirements

For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

STU

1. #18520 (Greg Amy) De-List Spec E46 from STU

Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for **2017** to avoid competitor confusion.

Taken Care Of

F5

1. #17959 (David Lapham) Restrictor Size F-5 600 CC Motorcycle

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

2. #17970 (Mel Winnie) Problems Within the Class

Thank you for your letter. Please see the response to letter #18220.

3. #17982 (Chuck McAbee) 600CC Bike Motors Don't Belong in F500

Thank you for your letter. Please see the response to letter #18220.

4. #17998 (Ted Simmons) F500 Motorcycle Engines

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

5. #18000 (Jim Murphy) Future of F500

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

6. #18015 (John Walbran) 30mm Restrictors

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

7. #18016 (John Walbran) Prohibit Use of Dry Sumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

8. #18017 (John Walbran) Prohibit External Water Pumps and Vacuum Pumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

9. #18033 (Cory McLeod) Support for 18015 - 30mm Restrictors in F500

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

10. #18041 (Herb Noble) Support Letter #18015

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

11. #18042 (Herb Noble) Support Letter #18016

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

12. #18043 (Herb Noble) Support Letter #18017

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

13. #18094 (Brian Heun) Support for Change to F5 Class

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

14. #18226 (Jim Murphy) F600 Entries and Adjustments

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

15. #18385 (Aaron Ellis) Formula 500 Changes/Committee

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

16. #18795 (Michael Devins) F5 - Drysumps and Water Pumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

17. #18858 (Jeff Blumenthal) Rule Change: No Dry Sump for F500/F600 4 Stroke
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

18. #18885 (Jim Murphy) Dry Sump and Electric Water Pump
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

19. #18940 (Wiley McMahan) Letter 17960 Response
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

20. #18946 (Zachary Morvik) Support of Item #17960
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

FB

1. #18781 (James Blackwell) Not for Restrictors
Thank you for your letter. Please see the response to letter #18713, February 2016 Fastrack.

FC

1. #17712 (Mike Eakin) FC Map Debacle
Thank you for your letter. The approved map for the PE3 ECU in FC is now available on the SCCA web site.

FV

1. #18831 (David Bowman) FV Tire Survey
Thank you for your letter. The FV spec tire survey was closed on 1/4/16. Please see the response to letter #18899.

HP

1. #18922 (Larry Svaton) Support of Submitted Letter#18904
Thank you for your letter. Please see the response to letter #18904.

Production

1. #18823 (Mike W. Ogren) Air Simplify
Thank you for your letter. Please see the response to letter #18818.

2. #18839 (Mike W. Ogren) Bumper Bracket Hole Change to All Holes
Thank you for your letter. Please see the response to letter #18818.

SM

1. #17843 (Jim Drago) Compliance Program
Thank you for your letter. Please see the response to letter #18140.

2. #18143 (Kyle Webb) SM Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

3. #18290 (Daniel Tiley) Does Our CCC Have TOO Much Power? *** Tech Issue at the ARRC ***
Thank you for your feedback. Please see Jim Wheeler's March 2016 SportsCar article.

4. #18303 (Michael Collins) Authority of the CCC
Thank you for your feedback. Please see the response to letter #18290.

5. #18305 (Thomas Berndt) Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

6. #18346 (Jeff Luckritz) Compliance Fee Implementation
Thank you for your letter. Please see the response to letter #18140.

7. #18394 (Jerry Rigoli) Spec Miata Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

8. #18424 (David Wheeler) Update 1.6 Cars to 1.8 Engine
Thank you for your letter. Please see the response to letter #17680.

9. #18426 (John Adamczyk) #17680 1.6 to 1.8 Clone
Thank you for your letter. Please see the response to letter #17680.

10. #18568 (John Harms) Establishment of a Spec Miata Compliance Fee:
Thank you for your letter. Please see the response to letter #17843.

T3

1. #18400 (Tom Wickersham) Spec Mustang in T-3
Thank you for your request. Please see the response to letter #18312.

2. #18480 (David Mead) Allow Spec Mustang In T3
Thank you for your request. Please see the response to letter #18312.

3. #18487 (Darrell Anderson) SMG Move to T3
Thank you for your request. Please see the response to letter #18312.

4. #18488 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

5. #18489 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

6. #18490 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

7. #18491 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

8. #18492 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

9. #18493 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

10. #18494 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

11. #18495 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

12. #18496 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

13. #18497 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

14. #18501 (Robert Schader) Add SMG TO T3
Thank you for your request. Please see the response to letter #18312.

15. #18735 (Eric Heinrich) Spec E46 Tire Size - Allow 245 Tires
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

16. #18736 (Ali Salih) Spec E46 Cars in T3 Be Allowed to Run Any DOT 245 Tire
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. Please bring the cars out to collect data.

17. #18744 (Mason Meredith) Allow Up To 255 Tire For Spec E46 Cars In T3
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

18. #18753 (James Clay) Spec E46 Tire Size
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. For example, Hoosier specs a 8-9.5" wheel for the 225/40-17 tire. Please bring them out to race so that data can be collected.

19. #18773 (John Wymore) Spec E46 in T3 - Allow 255 Tire Size

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

What Do You Think

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars

The Club Racing Board and American Sedan Advisory Committee are seeking feedback on the below questions. Please send your comments via the CRB letter system at crbscca.com.

1. Are you going to run any of the following Restricted Preparation Mustangs in the American Sedan Class?

94-95 Cobra and GT, 5.0L;

95 Cobra R. 5.8L ;

96-98 Cobra and GT, 4.6L;

99-02 Cobra, 4.6L;

99-04 GT, 4.6L;

03-04 Mach 1, 4.6L,

05-10 Coupe GT, 4.6L

2. If no one runs or plans to run these cars, would you be for or against removing them from the American Sedan class?

2. #18971 (Club Racing Board) SMG in AS

The CRB is considering a request from the SMG community to move the Spec Mustang from T2 to another class for 2017. Several suggestions have been made, including adding them to American Sedan under their SMG rules, as found in Appendix M of the GCR. The CRB is requesting feedback from AS competitors about this potential move. Please send your feedback through the CRB letter system at crbscca.com.

STU

1. #18901 (David Ray) SMG in STU

A request has been made to classify the SMG spec Mustang in STU. Since they have many similarities to the ST class, the CRB is considering adding them to STU for 2017, where they would be competitive on lap times. When the ST classes were formed, there were three classes, defined primarily by displacement.

Since the STO class, (over 3.2 L/4.0L) has been dropped, some of those cars went to GT2. The current 4 liter restriction eliminates a large Spec class from the ST classes.

If approved, it would require changing the second paragraph in 9.1.4.A.:

Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from "Pony Cars" or "American Iron" with stock camshaft lift at a heavier weight will be considered. No engines over ~~4.0~~ **4.6** liters shall be allowed under any circumstances. **Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.**

Please send your feedback on this proposed change through crbscca.com.

RESUMES

1. #17977 (David Wheeler) Resume for Touring Advisory Committee

Thank you for submitting your resume. It will be kept on file for future consideration.

2. #18449 (Steve Strickland) Willing to Serve on the Touring or Improved Touring Committees

Thank you for your resume. It will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2016
NUMBER: TB 16-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2016 unless otherwise noted.

American Sedan

AS

1. #18887 (American Sedan Committee) Clarifications to AS Rules

In GCR section 9.1.6.D., make the following changes:

~~"The following modifications are authorized on American Sedan Category cars. Modifications shall not be made unless specifically authorized herein. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules, or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules."~~

In GCR section 9.1.6.D.1.e.1.b., c., and d., make the following changes:

~~b.~~ Exhaust after the manifolds/headers *must meet the below requirements but is otherwise* unrestricted.

~~e.1.~~ No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

~~d.2.~~ Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound requirements."

In GCR section 9.1.6.D.1.e.2.c., d., and e., make the following changes:

~~c.~~ Exhaust after the manifolds *must meet the below requirements but is otherwise* unrestricted.

~~d.1.~~ No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

~~e.2.~~ Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements."

In GCR section 9.1.6.D.4.c., add the following language:

"Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. *No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.*"

B-Spec

None.

Formula/Sports Racing

FA

1. #18830 (David Locke) Update Formula 3 line of Formula Atlantic Table 2

In FA, Table 2, Formula 3 car, make the following change:

Up to ~~5~~6 forward gears, limited slip differential allowed (sequential Carries a 25 lb. Weight Penalty)

P2

1. #18477 (Jay Messenger) Allow Auto P2 Cars at Higher Weight With Larger Restrictor

In P2, Engine Table, Spec Line E, add the following language:

Restrictor: ~~42~~

Weight: ~~1350~~

GCR

1. #19022 (SCCA Staff) Correct Section 9.1.13.C.

In GCR section 9.1.13.C, make the following change:

"Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph ~~9.1.12.A.~~ **9.1.13.A.** for 1 year may be reviewed to become a Runoffs-eligible Class."

2. #19023 (SCCA Staff) Correct Section 9.1.13.D.

In GCR Section 9.1.13.D, make the following change:

"Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9-1.12-B: **9.1.13.B.**"

3. #19071 (SCCA Staff) SMG Errors and Omissions

In Appendix M SMG Technical Regulations, section 1., remove the following language:

"Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197). Bullitt Option Mustangs and Shelby GT Option Mustangs are allowed, but must be brought to spec per the rules and part numbers listed below. ~~Miller Cup Challenge cars (not FR500S), will be grandfathered in with their 6 speed transmissions, but they must be converted to the mandatory 4.10 rear end ratio. Miller cars must be in compliance with all other elements of the rules for the GCR and class:~~

~~Note: On Miller Cup Challenge car 6 speed transmissions. Original 6 speed was Ford PN M-7550-B, but replaced with 8R3Z-7003-AG service units. These translate to Tremec PN TUET 5800 and TUET 8175; either transmission is acceptable."~~

In Appendix M SMG Technical Regulations, section 2.a., remove the following language:

"Engine Type: SOHC 24-valve V-8, aluminum block and heads, port fuel injection Displacement: 281 cu in, 4601cc (4.6 liter) TRANSMISSION: 5-speed manual, factory (~~6 speed allowed in Miller Cup cars with Miller logbook~~)"

In Appendix M SMG Technical Regulations, section 2.b., make the following change:

"Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches

The Front and rear track measured from outside to outside of tires front and rear:

Front: ~~73-7/8~~ **75** inches Rear: 74-3/8 inches"

In Appendix M SMG Technical Regulations, section 2.c., make the following change:

Weight: with driver: ~~3450~~ **3400** pounds

In Appendix M SMG Technical Regulations, section 2.g.2., add the following language:

"Either: Koni Struts and Rear coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: CFS-40-1000SPEC, rear shock system PN: SHK-40-1000SPEC.

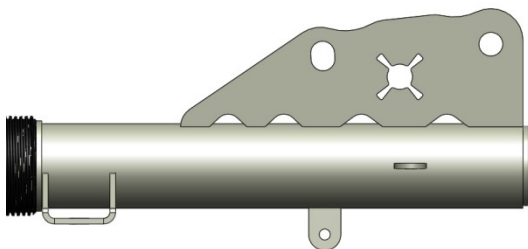
Or: Jri Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SA. No mixing of the Koni and Jri shocks is allowed. "

In Appendix M SMG Technical Regulations, section 2.g.4., make the following changes:

~~"The Cortex Kit caster/camber plates set allowing a maximum of 3.0 degrees of negative camber. **Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex Engineering. The Jri front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section: o.**~~

No machining of body to allow further travel. Caster: min. +6.35 max. +7.85 Camber plate PN MM5CC-5 or CCP197-05-09.

Illustration of strut housing modification discussed in section g.4.:



***Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: Jri housings have the slot on the bottom hole)***

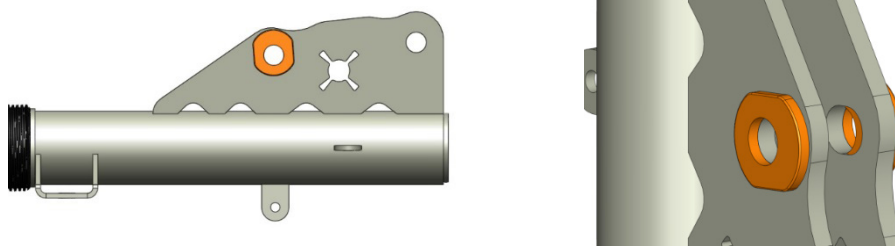


Figure 2: SMG Strut Housing with Camber Slug Installed.”

In Appendix M SMG Technical Regulations, section 2.i.1., remove the following language:

“Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~6 speed to run with a 4.10 (Miller Cup cars only) stock. Grandfathered Miller Challenge 6 speed cars will be allowed to compete only through the 2015 season.~~ All SMG cars will be 5speed/3.73 ratios for the 2016 season.”

In Appendix M SMG Technical Regulations, section 2.j.14., remove the following language:

“Clutch replacement: The following specified replacement clutch parts are stock-sized 11” disc that represent no performance enhancement, but some additional longevity:

5 speed: Clutch disc Centerforce PN DF380800 2-

~~6 speed: Clutch disc Centerforce PN 388144~~

Clutch disc limited to OEM diameter (11”) with OEM equivalent pressure plate and flywheel.”

In Appendix M SMG Technical Regulations, section 2.o., make the following changes:

“1. Jongbloed Wheel, Part PN 70010545 - 18” X 10.5” front and rear. All tires and wheels on car must be the same size.

~~(2) For the 2014 season and beyond, all participants must qualify and race on Jongbloed wheels.~~

~~(3) (2) Wheels for practice and rain conditions are free; they must all be the same size.~~

~~(4) (3) Tires: 275-285-295 X 30-40 X 18” allowed. ALL TIRES ON CAR MUST BE THE SAME SIZE. Tires must be DOT approved.~~

~~(5) (4) 0.5” hub-centric wheel spacers are an allowed option in front only.”~~

Grand Touring

GT1

1. #18384 (Rob May) Classify Lamborghini Gallardo, and Huracan

In GT1, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Lamborghini Gallardo</i>	<i>5204</i>	<i>3000</i>		<i>Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.</i>
<i>Lamborghini Huracan</i>	<i>5204</i>	<i>3000</i>		<i>Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.</i>

2. #18549 (Scotty B White) Viper & CC Competitiveness in GT1

In GT1, Dodge Viper, incl Comp Coupe, ACR/ACR-X, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Dodge Viper, incl Comp Coupe, ACR/ACR-X</i>	<i>8400</i>	<i>3300</i>	<i>68 mm flat plate restrictor</i>	<i>380mm brakes, 12” front and 14” rear width wheels, full engine porting, 6 speed sequential trans, up to 8.4L engine with any OEM intake configuration, all versions restricted to 68mm flat plate.</i>

3. #18743 (david mead) Drop the Weight of the 458 Ferrari Challenge
 In GT1, Ferrari 458 Challenge, change the weight as follows:
 2882 **2800**

4. #18801 (David Tuaty) Classify Ginetta G55 Prepared to World Challenge Rules
 In GT1, classify the Ginetta G55 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ginetta G55</i>	<i>3700</i>	<i>2650</i>		<i>Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle.</i>

GT2

1. #18621 (Michael Smellie) Disenfranchised Small Bore GT-2 Car
 In GT3, Cars - MAZDA, classify as follows:

GT3 Cars - Mazda					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>RX-7</i>	<i>NA</i>	<i>2dr</i>	<i>RWD</i>	<i>95.2 / 95.5 / 95.7</i>	<i>Must run GT3 spec engine with 150 lb. disenfranchised GT2 weight penalty.</i>

2. #18699 (Jose de Miguel) 1988-1991 CRX to GT2
 In GT2, Cars - HONDA, classify as follows:

GT2 Cars - HONDA					
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
<i>CRX</i>	<i>88-91</i>	<i>2dr</i>	<i>FWD</i>	<i>90.6</i>	

Improved Touring

None.

Production

1. #18422 (Dave Kavitski) What 1994 Miatas, Please Remove 75 lbs. from the 94 Miata.
 In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
 2075**2035**, 2127**2086**, 2179**2137**

2. #18794 (Production Committee) Correct the Weight Reduction for the 94-97 EP Mazda Miata
 In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
 2075**2035**, 2127**2086**, 2179**2137**

1. #18260 (Jesse Prather) Evaluate the Spec Line of the Fiat 124
 In FP, Fiat 124 Sport Spider (-1977), change the notes as follows:
 "Alternate rotor (#82346805). Allow (2) 40 IDF w/ ~~36mm~~**34mm** choke(s) @ 1965 lbs. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."

2. #18796 (Richard Sweigart) Porsche 924
 In FP, Porsche 924 (76-84), Carb. No. & Type, add the following language:
 "(2) **Auto-type w/ 30mm choke(s)**"

Spec Miata

None.

Super Touring

STL

1. #18763 (Greg Amy) Allow Short shift kits

Add GCR section 9.1.4.2.C.5:

"5. Short shift kits are allowed."

2. #18814 (Mark Nichols) MX5 Cup Car Roll Cage to Helmet Clearance

In STL, Mazda MX-5 Cup, add the following language to the notes:

"The driver's helmet clearance shall be measured over the driver's head from the driver's side hood to the center hoop."

3. #18907 (Super Touring Committee) Remove Compression allowance for Toyota 2ZZ

In STL, Table B, remove the following language:

~~Toyota 2ZZ-GE / 1796 / Chart / May use stock 11.5:1 compression ratio.~~

STU

1. #17105 (Joe Carrillo) Allowed Supercharger Kits

In STU, Table B, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>3000</i>	<i>Kraftwerks C30-94 supercharger kit allowed, 127.5mm crankshaft drive pulley and 95mm blower pulley.</i>

2. #18006 (Jim Drago) Allow Interchangeability of 2.0, 2.3 and 2.5 MZR Heads

In STU, Table A, classify the following engine setups:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MZR (LF, L3, L5)/</i>	<i>varies</i>	<i>Chart</i>	<i>Short blocks, heads, and intakes may be freely swapped within these engine designations.</i>

3. #18239 (Austin Hilliard) Addition of Spec line for 2000-2003 Honda S2000, HKS Supercharger

In STU, Table B, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda S2000</i>	<i>2000</i>	<i>3100</i>	<i>HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm.</i>

4. #18906 (Super Touring Committee) Change weight for Head Porting in STU

In GCR section 9.1.4.1.B.4, make the following changes:

"The intake and exhaust porting on piston engines is free. may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting."

Touring

T1

1. #18117 (Joe Aquilante) List Corvette LT-1 Engine 2014 and Newer

In T1, Chevrolet Corvette, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird</i>	<i>6162 OEM LT1</i>	<i>3400</i>	<i>65mm flate plate</i>	<i>Stock OEM LT1</i>	

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Chevrolet Corvette</i>	<i>6162 OEM LT1</i>	<i>3400</i>	<i>65mm flate plate</i>	<i>Stock OEM LT1</i>	

2. #18756 (david mead) Allow Ford Racing TB M-9926-MSVT on Cobra Jet Spec Line

In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine) Effective 3/1/16- OEM, add the following language to the chassis notes:
 "Aftermarket K members are permitted. Effective 3/1/16- Only approved throttle body Ford Racing Part #M-9926-CJ65 *or THROTTLE BODY ASSEMBLY M-9926-MSVT permitted.*"

T2

1. #18976 (SCCA Staff) SMG Mustangs in T2 at 50 lbs. Less Than Their Spec Weight

In T2, Spec Mustang, add the following language:

Weight (lbs): *3400*

T3

1. #18835 (Ali Salih) Appendix N Needs to be Updated for Spec E46 Tire Size.

In Appendix N SpecE46 Rules, 15.6, update the allowed spec tire as follows:

"Toyo RR or RA1 size *235255/40/17* must be used."

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | FEBRUARY 9, 2016

Participants:

Chris McMillen (NorPac), Chuck Deprow (MidWest), Dave Deborde (NorPac), Heyward Wagner (National), Lee Hill (Liasion), Matthew Yip (NeDiv), Tony Machi (Central)

- Reports:

- *Convention overview*
 - *Approx 350 participants*
 - *Time Trials proposal for 2017*
 - *Rebranding of Time Trials program*
 - *Hill Climb - separate brand using existing support structure*
 - *Track - existing PDX and Time Trials*
 - *Track - PDX*
 - *Coached and Uncoached sessions*
 - *Track Competition - Club and Track Trials*
 - *Unmodified street cars eligible - Track Competition*
 - *Racecars and Modified street cars (rollbar) - Restricted Track Competition*

Board of Directors Report:

- Ongoing Business:

- *2016 Time Trials Rules*
 - *Approved and posted*
- *Rollbar approval process for manufacturers*
 - *Locate existing SCCA claims*

- New Business:

- *Empire Hill Climb*
- *Dominion Raceway*
- *Time Trials Novice Permits*
 - *Ability to issue by Chief Steward or Chief Instructor @ event*