

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | May 3, 2016

The Club Racing Board met by teleconference on May 3, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, 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, and Terry Hanushek, guest Board of Directors.. The following decisions were made:

### Member Advisory

#### **FV**

1. #19377 (Formula/Sports Racing Committee) FV Valve Guide Boss

Thank you for your letters. The CRB would like to thank the following authors for their comments on letter #18785, Tech Bulletin April 2016 Fastrack, Valve Guide Boss in FV.

19215 Bauerle, 19229 and 19351 Livermore, 19232 Petillo, 19233 Sampson, 19234 Galuardi, 19235 Carr, 19237 Pape, 19251 Ferreira, 19253 Grace, 19257 Adams, 19261 Bellingham, 19283 Zarzycki, 19303 Varicins, 19318 Hinkle, 19381 McCormick, 19384 Varicins and 19497 Palermo

The CRB and the FSRAC will be looking at defining a minimum ID for the bottom of valve springs in FV. Many heads came from VW with this area of the valve guide already machined. The clarification about machining this area was issued to prevent misunderstandings and confusion in tech, and will not be withdrawn.

#### **GCR**

1. #18941 (SCCA Staff) Standardize Compression Ratio Calculation

It is the intent of the CRB/Tech Staff to make compression calculation as easy and straightforward as possible by identifying a single official calculator. The new calculator is to be used by engine builders and tech inspectors, etc. This will serve to standardize calculation procedures during engine assembly and engine inspection.

Effective 1/1/2017, in Appendix G.2.12, add the following language:

Compression ratio is absolute maximum. *All compression ratio calculations shall be calculated using the official SCCA compression ratio calculator(s) available on [www.scca.com](http://www.scca.com).*

### No Action Required

#### **P1**

1. #19457 (Matti Holtzberg) Polimotor Acceptance

Thank you for your letter. The P1 rules do not specify a particular engine material and therefore do not prohibit the use of the material described. The requirements for 2.0L 4 cyl. engines are covered in the P1 Engine Table and Table L in the P1 rules.

#### **GCR**

1. #19212 (Raymond Blethen IV) Re-Classing Cars (Moving Cars from One Class to Another)

Thank you for your letter. The CRB reviews data from cars and different drivers from various tracks around the U. S. before making a decision to re-classify cars. Additionally, unless it was a recent new classification, the CRB waits until the end of the season to re-classify cars, thus, members have an opportunity to comment when the recommendations are posted in Fastrack.

2. #19297 (Steven Ulbrik) Remove New Requirement for April Fastrack for FIA

Thank you for your letter. Competitors are reminded that they have an option to replace an expired FIA seat or fasten a brace to continue use of the seat.

3. #19438 (Lans Stout) Amendment to GCR Section 6.4.2

Thank you for your letter. Per GCR Sections 5.12.2. and 5.12.1.A.5. The Majors Race Director may do a Request For Action to the Stewards of the Meeting to modify the Majors Supplemental Regulations. It is the CRB's understanding that this change was communicated in a Driver's Letter sent to competitors prior to the event, and was announced over the PA System at the event. The CRB does agree that the change could have been made earlier and should have been communicated more effectively.

#### **IT**

1. #19213 (Raymond Blethen IV) Reclassifications and Dual Classing

Thank you for your letter.

2. #19274 (Phil Hollenbeck) Short Throw Shifters

Thank you for your letter.

**FP**

1. #19495 (Rick Haynes) Poor Decision  
Thank you for your input.

**T1**

1. #19311 (David Mead) Rules Creep?  
Thank you for your letter.

**T2**

1. #19346 (Derek Kulach) 350Z HR Bushing Replacement  
Thank you for your letter. Bushings are already open in T2.

**Not Recommended****P1**

1. #19369 (Lee Kaiser) Mallock Chassis Engine Approval  
Thank you for your letter. Unlike Group CN cars, the Mallock is not built to the specific dimensions and bodywork parameters of an FIA-sanctioned category, and balancing chassis performance is not in keeping with the P1 class philosophy. The CRB does not recommend this change.

**GCR**

1. #18870 (Paul Gauzens) Update 6.8 RESTARTING A RACE  
Thank you for your feedback. The rule is adequate as written.

2. #19433 (Jason Stine) Opposition to 3.7.3.A.1.a Modification in May Prelims  
Thank you for your letter. Qualifications for the Runoffs through the Majors Program requires participation in three Majors race weekends, three race starts, and, additionally, enough points to reach a defined level. "Participation" is defined as any driver who turns a wheel during the Majors event.

**HP**

1. #19439 (Steven Hussey) Prep L2, 1275cc Engine Be Permitted for Prep L1 Lotus 7  
Thank you for your request. The proposal would allow use of an engine that never came with this car and is a considerable step further than allowed with the Sprite/Midget chassis cars in HP. The request is not aligned with class philosophy. The writer is encouraged to suggest a limited preparation engine of a type that came in this car with alternative specifications.

**ST**

1. #17266 (Eric Heinrich) Approve BMW E90 320si VS2000 (2007) for STU and STL  
Thank you for your request. The CRB has not received a VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

**STL**

1. #19070 (Derek Kunkewitz) Allowance of JDM F20B Into STL  
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19223 (John Bauer) Consider Allowing ITS RX8  
Thank you for your letter. The CRB does not want to add the ITS RX-8 into STL at this time. RX-8 competitors wanting to compete in STL should build to the allowed STL RX-8 specifications.

3. #19317 (John Schmitt) Celica/MX5 Adjustment  
Thank you for your letter. The CRB does not want to make adjustments to STL weights at this time. The CRB will continue to monitor class performance.

**STU**

1. #18007 (Jim Drago) All J Spec Mazda KLZE Engine  
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19359 (SCCA Staff) Clarify S2000 Intake Spec Line  
Thank you for your letter. There is no blanket allowance for choosing a component from "any" vehicle. However, without a VIN rule, there is no restriction to a car being converted from one year to the next, as long as the installed equipment matches that year.

For a K20-swap S2000, ensuring the equipment matches that of the 2006 model enables the use of the throttle body from the

2006 car.

3. #19396 (Brad McCall) Reduce Weight of Jackson Racing Supercharged FR-S in STU to 2700

Thank you for your letter. The CRB does not want to make performance adjustments to this car at this time. The CRB will continue to monitor class performance.

4. #19437 (Eric Heinrich) Help the Mini Cooper S (Supercharged) in STU

Thank you for your letter. The CRB does not want to adjust weight on this car at this time. The CRB will continue to monitor the class.

## T2

1. #19338 (Derek Kulach) 350Z HR Nismo Cam Kit

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

## T4

1. #19368 (Chi Ho) FR-S/BRZ Intake

Thank you for your letter. The CRB does not recommend this change at this time. The CRB would like to see the car racing and results and data before considering making more changes to this car for T4.

## **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](http://www.clubracingboard.com).

## F5

1. #19530 (Formula/Sports Racing Committee) Bodywork revisions

Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.

Change 9.1.1.D.9 to read as follows:

### **9. Bodywork**

**A.** All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

**B.** Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

**C.** Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the *front* tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

**D.** *Lateral protrusions of the bottom of the nose or of the floor of the required sidepods, beyond the shape of the nose in front of the front tires and beyond the floor under the required sidepods, are allowed, provided that they do not extend, respectively, more than one inch beyond the shape of the nose or beyond the floor under the required sidepods, and provided that the overall length and width of the car conforms to the dimensions provided in these rules. (The areas between the rear of the front tires and the front of the sidepods, and between the front of the rear tires and the rear of the sidepods, are exempt from the one inch maximum, but any protrusions in those areas must not violate the minimum distance requirements between the sidepods and tires.)*

**E.** The purpose of these rules is to *limit* the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) *Except for rub strips within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle.* Seat bucket or other protrusions shall not circumvent this rule.

F. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. *It is not permitted to duct any air through the downward facing surface of the nose of the car or through the lower surface of the car between the front and rear axles.*

G. *Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.*

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. *Splitters are allowed, provided that they extend at least to and do not extend more than one inch beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

## GCR

1. #18265 (Eric Heinrich) Drive Train Definition - Technical Glossary  
Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** — Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts:~~

***Drive Train** – Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.*

Add to the Technical Glossary:

***Power Train** – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.*

2. #18689 (GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

### ~~5.12.5. Compliance Checking Crew~~

~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

**(Existing):**

#### **5.11.4. Class Compliance Chief (CCC)**

When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject to protest or appeal.

**(New):**

#### **5.11.4 Compliance Staff**

*A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical*

*Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.*

**B. Class Compliance Chief (CCC)**

*A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.*

**Taken Care Of**

**FA**

1. #19462 (Kris Kaiser) Swift 016 Toyota vs. Mazda  
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
2. #19463 (Bruce Hamilton) Lack of Competitive Speed of Toyota Powered Atlantic Cars  
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
3. #19470 (Steve Lathrop) An Alternative Engine Package for FA and Specifically the Swift 0  
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
4. #19474 (Kevin Hartwig) Add the Mazda MZR Engine to FA  
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

**GCR**

1. #19431 (James Pettinato) FIA Seat Back Clarification  
Thank you for your letter. Please see the response to letter #19297.

**HP**

1. #19393 (Jonathon Becker) Mini Weight Adjustment  
Thank you for your letter. Please see the response to letter #19391, Technical Bulletin.

**T2**

1. #19335 (Derek Kulach) 350Z HR Allowance  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
2. #19336 (Derek Kulach) 350Z HR Header Allowance  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
3. #19337 (Derek Kulach) 350Z HR Cold Air Intake  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
4. #19339 (Derek Kulach) 350Z HR Bigger Wheel Size  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
5. #19340 (Derek Kulach) 350Z HR Tire Size  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
6. #19341 (Derek Kulach) 350Z HR Brakes  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
7. #19342 (Derek Kulach) 350Z HR Brakes  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
8. #19343 (Derek Kulach) 350Z HR SPL Front Arms  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
9. #19344 (Derek Kulach) 350Z HR Rear Toe Links  
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

**T3**

1. #19168 (Andrew Wymore) Balance T3  
Thank you for your letter. Please see the response to letter #19309, May 2016 Fastrack Technical Bulletin.

#### **T4**

1. #19316 (SCCA Staff) Adjust 2016 MX-5 Wheel Size

Thank you for your letter. Please see the response to letter #19249, May 2013 Fastrack Technical Bulletin.

#### **What Do You Think**

##### **STL**

1. #19460 (Brian McGreevy) Dangerous Weight Addition

The CRB is considering a drop in the overall weights for Super Touring Light in 2017 Please submit your comments and feedback at [www.clubracingboard.com](http://www.clubracingboard.com)

When STL was conceived in 2010, weights were set at 1.3 lbs/cc. Under concerns that smaller-engined cars, such as a 1.5L, could not make minimum weight, it was raised to 1.35 lbs/cc in the March 2012 GCR. Since that time, there has not been a significant demand from lower-displacement cars, and larger-engined cars are heavy, especially after additional weight is added for allowed modification or options.

Given the lack of demand from lower-displacement engines, the CRB would like to return the weight factor to 1.3 lbs/cc.

##### **(Proposed)**

Edit 9.1.4.H.1 as follows: Minimum weights for cars with normally aspirated piston engines will be determined by ~~1.35~~-**1.30** lbs/cc displacement for the installed engine (see following table).

Adjust Table 9.1.4.H.1 Weights Table accordingly.

Adjust explicit weight entries in 9.1.4.I Tables A and B -3.7%, with the exception of included classes which must retain baseline class weights.

##### **T2-T4**

1. #19408 (Lowell Huston) Allow Over boring for the 2005-2010 Ford Mustang V6

Should touring cars in T2/T3/T4 be allowed .010 overbore to be able to use re-manufactured motors or be able to clean up the bores on re-builds?

Please submit your comments and feedback at [www.clubracingboard.com](http://www.clubracingboard.com)

##### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2016

NUMBER: TB 16-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2016 unless otherwise noted.

## American Sedan

### AS

1. #19499 (American Sedan Committee) Clarification for Engine Bearings

In GCR section 9.1.6.F., Engine Build Sheets (Full Preparation Only), add the following language:

"BLOCK

Crankshaft Housing Bore: 2.4412-2.6416"

Block Deck Height:

GM: GM: 8.9970"-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

*Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings."*

2. #19565 (American Sedan Committee) Dry Sumps for LS2 Engine

In Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder

Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder add the following language to the LS2 engine notes:

*"ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free."*

In Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8 (Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder, add the following language to the LS2 engine notes:

*"ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free."*

## B-Spec

None.

## Formula/Sports Racing

### F5

1. #19527 (Formula/Sports Racing Committee) F5 Motorcycle Engine Clarification

In GCR section 9.1.1.D.15.C., make the following changes:

"All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications *or removal* of any component of the engine *or addition of any component of the engine* unless specifically authorized in these rules."

In GCR section 9.1.1.D.15.H., add the following language:

"The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and~~ The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted. *Crankcase vacuum pumps are prohibited.*"

In GCR section 9.1.1.D.15.J., add the following language:

"The cooling system is unrestricted, *however the stock engine water pump must be retained.*"

**FA**

1. #19242 (Ove Olsson) Approve Spec Version of Mazda 2.0 for FA  
 In FA, classify the Mazda 2.0 as follows:

FA Spec line	Engine Series	Max Displ (cc)	Max Valves/ Cyl	Notes	Required Restrictor	Min Weight Lbs.
<i>P.</i>	<i>MZR 2.0</i>	<i>2000</i>	<i>4</i>	<i>Sealed engine sourced by Elite Engines. Swift 014 Chassis only</i>	<i>(4) 39.5mm</i>	<i>1325</i>

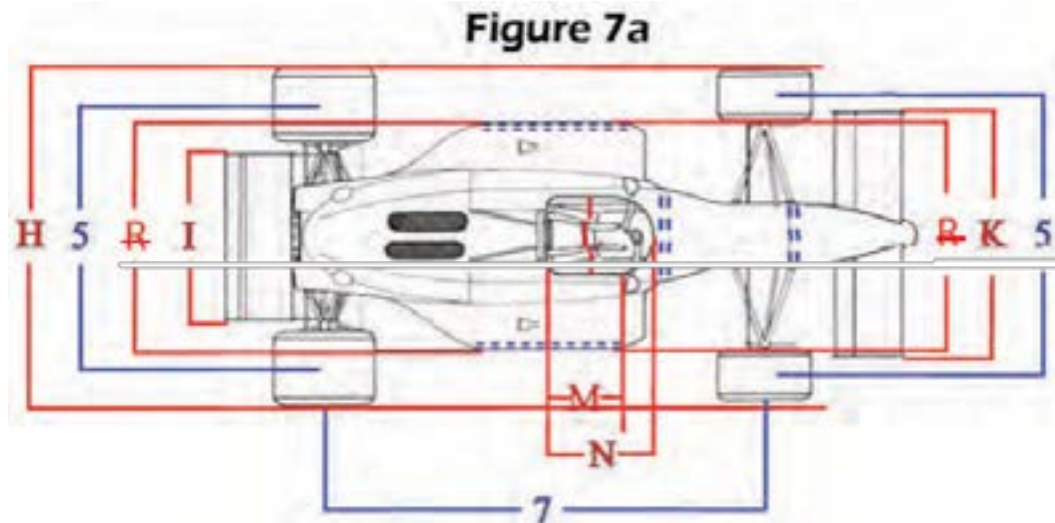
**Note:** The CRB will monitor the performance of this classification.

2. #19553 (SCCA Staff) Please Add the Mazda MZR 2.0 as an Engine Option for Pro F2000  
 In FA, Pro Formula F 2000, add the MZR 2.0 engine as follows:

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight Restrictor	Notes
Pro Formula F 2000	2.0 Liter Zetec	(F) 8 Max (R) 10 Max	See FA Rules	Up to 5 Forward Gears, Limited Slip Differential (sequential) Carries a 25 lb Weight Penalty)	1230	Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.
	<i>1220</i>				<i>USF2000 cars using the MZR 2.0L Mazda shall comply with the technical regulations set forth in the 2016 USF2000 rule book excepting the following: Tires shall be open subject only to limitations otherwise applicable to FA. ICAR and other USF Series specific timing/scoring equipment is not required. References to parts being inspected by INDYCAR prior to use shall be disregarded. Wheel tethers (SWEMS) are not required. Fuel shall be any SCCA legal and permitted fuel.</i>	

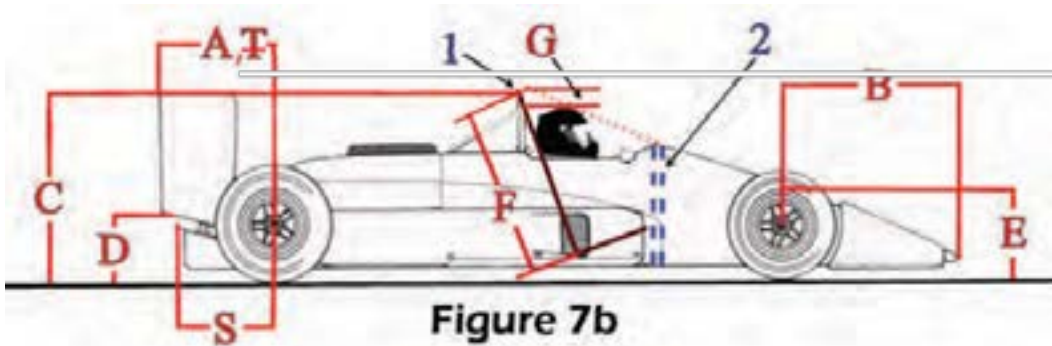
**FB**

1. #18631 (James Blackwell) GCR Corrections  
 In F1000 (FB), figure 7a, make the following corrections:  
 Replace the dimension "R" in both locations with the letter "J"





In F1000 (FB), figure 7b, make the following correction:  
Delete the letter "T"



**P1**

1. #19461 (Formula/Sports Racing Committee) Correct typographical error in P1 Engine Table Line J Notes  
In P1, Engine Table, Line J, correct the Notes column as follows:  
"2 seat cars only per 9.1.8.C.B.4.g (FIA CN Chassis)."

**GCR**

1. #19264 (Jim Wheeler) Fuel Cell Rule Clarification  
In GCR section 9.3.27., add the following language:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel bladders shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) or SFI 28.3 specifications. *Fuel cells do not time out and have no expiration date.* Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher or SFI 28.3 specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum."

**Grand Touring**

**GT2-ST**

1. #19501 (SCCA Staff) Classify the Maserati GT4 in GT2/ST  
In GT2/ST, classify the Maserati GT4 as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Maserati GT4</i>	<i>4700</i>	<i>3100</i>	<i>65mm</i>	<i>Must comply with WC rules.</i>

**Improved Touring**

None.

**Production**

1. #19116 (Ben Phillips) Classify the 2005 Porsche 968  
In EP, classify 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>Porsche 968 (1992-1995)</i>	<i>2</i>	<i>2675 * 2742 ** 2809</i>	<i>4 Cyl. DOHC</i>	<i>104x88</i>	<i>2990</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 37 (E) 33</i>	<i>Fuel injection</i>	<i>94.5"</i>	<i>62.4"/61.3"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Porsche 968 (1992-1995)</i>	<i>18x8</i>	<i>6</i>	<i>(F) 298 vented (R) 299 vented</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

1. #19160 (Keith Gillespie) Add B17A1 engine to FP Acura Integra (90-93) Spec Line  
In FP, classify as follows:

FP	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>Acura Integra GSR (1992-1993)</i>	<i>2</i>	<i>2325 * 2383 ** 2441</i>	<i>4 Cyl. DOHC</i>	<i>81x84</i>	<i>1678</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 33.0 (E) 28.0</i>	<i>Fuel injection Throttle Bore 58mm</i>	<i>2550</i>	<i>62.3"/62.3"</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Acura Integra GSR (1992-1993)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 262x21 vented (R) 239x10 solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

1. #19391 (Jonathon Becker) Mini Weight Adjustment  
In HP, BLMI Austin/Morris Mini Cooper prep. level 1/2, reduce the weight as follows:  
~~“4600~~ *1575”*

### Spec Miata

1. #19355 (Mark Nichols) Timing Plate to Crank Pulley attachment methods

In GCR section 9.1.7.C.1.o.6., add the following language:

“For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. *Fasteners (including upsizing) are open for pulley/timing plate attachment.*”

In GCR section 9.1.7.C.1.r.1.a., make the following changes:

“Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, *and* flywheel bolts, ~~and crank pulley bolt~~ must be used as provided by Mazda.)”

### Super Touring

#### STL

1. #19348 (Christopher Jurkiewicz) Add 50mm Flat Plate and Other Restrictions to BMW S14B20

In STL, BMW S14B20, make the following changes:

Weight: “Chart +2%”

Notes: “Must meet all STL engine regulations. *50mm flat plate restrictor required.*”

#### STU

1. #19415 (Jerold Lowe) Scion FR-S / BRZ Cosworth Supercharger

In STU, classify the Subaru BRZ/Scion FRS Cosworth package as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>2850</i>	<i>Cosworth Stage 2 Power Package supercharger kit, part #: COS2 20046685, stock crankshaft pulley, supercharger pulley diameter 68.6mm.</i>

### Touring

#### T1

1. #19400 (Alex Krugman) Reduce Lotus 211/Exige/Elise Minimum weight

In T1, Lotus 211/Exige/Elise, reduce the weight as follows:

~~2450~~ *2250*

#### T2

1. #19333 (Derek Kulach) Allowances for 350Z in T2

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), make the following changes:

Max Wheel Size: ~~48 x 10~~ *18 x 10.5*

Tire Size: 275 295

Weight: DE Motor: 3250 3100      HR Motor: 3500 3100

Add to the notes:

*“Aftermarket flywheel permitted at minimum 18lbs. Aftermarket headers permitted, cold air intake permitted. Aftermarket big brake kit 4 piston front permitted up to 355x32 SPL pro V3 front upper camber caster control arms for the 350z part# SPLFUAZ33 permitted  
SPL rear toe links part# SPL RTA Z33 permitted”*

2. #19373 (Anthony Saenz) Camaro 1LE Performance Package

In T2, Chevrolet Camaro SS/1LE (10-14), add the following language:

Gear Ratios: “3.01, 2.07, 1.43, 1.0, 0.84, 0.57 *or 2.66, 1.78, 1.30, 1.0, 0.74, 0.5*”

Final Drive: “3.45 *or 3.91*”

**T2-T4**

1. #19371 (Marc Feinstein) Classify Audi S4 and S5 in T2

In T2, classify the Audi S4 and S5 as follows:

T2	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:
<i>Audi S4 (12-14)</i>	<i>84.5 X 89.0 2995</i>	<i>2809</i>	<i>18 x 10</i>	<i>295</i>	<i>3.68 2.16 1.52 1.13 0.92 0.78</i>	<i>2.85</i>	<i>(F) 345 Vented (R) 330 Vented</i>	<i>3600</i>	<i>S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.</i>

T2	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:
<i>Audi S5 (13-14)</i>	<i>84.5 X 89.0 2995</i>	<i>2809</i>	<i>18 x 10</i>	<i>295</i>	<i>3.68 2.16 1.52 1.13 0.92 0.78</i>	<i>2.85</i>	<i>(F) 345 Vented (R) 330 Vented</i>	<i>3600</i>	<i>S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.</i>

**T3**

1. #19552 (SCCA Staff) Add the 2009 Model Year to the Acura TL SH-AWD (10-13)  
Effective immediately in T3, Acura TL SH-AWD (10-13), change model years as follows:  
"Acura TL SH-AWD (~~10-13~~ **09-13**)"

**T4**

1. #19451 (Dan Hardison) Error in GCR spec line for 96-02 Pontiac Firebird (T4)  
In T4, Chevrolet Camaro V-6 (96-02), make the following changes:  
Brakes: "(F) 302 x ~~23~~ **32** Disc (R) 305 x 25 Disc"

In T4, Pontiac Firebird V-6 (96-02), make the following changes:  
Brakes: "(F) 302 x ~~23~~ **32** Disc (R) 305 x 25 Disc"

# DIVISIONAL TIME TRIALS COMMITTEE

## DIVISIONAL TIME TRIALS COMMITTEE MINUTES | May 10, 2016

### Expected Participants:

Chuck Deprow (MidWest), Craig Farr (SouthEast), Dave Deborde (NorPac), Heyward Wagner (National), Jim Cuyle (SoPac), Lee Hill(BoD), Matthew Yip(NorthEast), Tony Machi (CenDiv)

### Reports:

Board of Directors Report

- New Convertibles rules

### Ongoing Business:

- SCCA website
  - Time Trials page - <http://www.scca.com/pages/time-trials>
- Novice TT Permit issuance
  - Permit distribution

### New Business:

- SCCA Boards & Committees webpage
  - Title and listings
  - <https://www.scca.com/pages/boards-and-committees>
- Empire Michigan
  - 40-second course, very twisty
  - Previously sanctioned by other groups
  - Very strong local support
- Track Inspection