

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 1, 2016

The Club Racing Board met by teleconference on March 1, 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; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FA

1. #18903 (Kristopher Kaiser) Swift 016 Aftermarket Tub - Not Crash Tested/Approved

Thank you for your letter. All carbon tubs must be FIA certified. If the design/molds/materials/layout schedule have changed from the configuration that was tested/certified, the new design must be recertified, and the findings must be presented to the SCCA Technical Department.

No Action Required

AS

1. #18882 (Dennis Tanker) 2005 Mustang Engine Replacement

Thank you for requesting a clarification. AS cars cannot make modifications across specification lines. In order for your AS Restricted Preparation car to be compliant, you must run the engine or engines listed in the specification line for the year of your chassis. This helps keep costs down in Restricted Preparation. AS also has a rule that Restricted Preparation AS cars must provide the VIN number (upon request by any SCCA official) of the chassis, in order to determine the year of the chassis.

ITA

1. #18834 (Mark Andy) Neon Weight Feedback

Thank you for your feedback.

ITR

1. #19061 (James Ray) Include 96-04 Restricted Prep Mustangs

Thank you for your letter. The 94-95 and 96-98 Mustang GT (V8) are already classified in ITR. The 99 and later cars exceed the performance level of the class.

EP

1. #19012 (Richard Barlow) Minimum Roll Cage Tubing Size

Thank you for your letter. The roll cage tubing diameter is determined by the base minimum weight of the car when its log book was issued.

SM

1. #18804 (Kevin Beaver) 1.6 Miata Parity

Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

2. #18805 (Christopher Grigalunas) SMSE and 1.6 Parity

Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

STU

1. #18932 (Anthony Cuthbert) Plug and Play Piggyback

Thank you for your letter. There are no restrictions to using "piggyback" ECM systems in Super Touring:

GCR 9.1.4.G.10, "A programmable ECU is permitted."

GCR 9.1.4.K, "The electrical system is free..."

T1

1. #18889 (David Sanders) Help Corvettes and Fix T1

Thank you for your letter. Recent changes have been made to T1 and the CRB will monitor the class and review results and data.

2. #18939 (Dennis Tanker) Car Classification

Thank you for your letter. The car can be competitive in T1. Please check the rules.

3. #18955 (Chris Edens) Wing Clarification

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

T2-T4

1. #18613 (David Mead) Letter 18175 - Worst Rules Change Ever
Thank you for your letter.

T4

1. #18846 (Don Knowles) Remove Restrictor From T4 Mustang
Thank you for your letter. The CRB will continue to monitor changes in T4 and collect data. The results thus far in 2016 have shown this car to be competitive.

Not Recommended

AS

1. #18908 (Aaron Bailey) Allow 4 Piston Calipers to 98-02 LP Firebird/Camaro
Thank you for your request. Your request for 4 piston calipers is already an option when using 17"X8" wheels.

2. #18909 (Aaron Bailey) Allow T2 Spec Firebird/Camaro as LP
Thank you for your request. The CRB has no plans to classify the T2 version of any GM or Ford car in American Sedan.

3. #18911 (Aaron Bailey) Allow SLP Intake Lid, Headers, and GM Cam for 98-02 LP Firebird/Camaro
Thank you for your request. Please see the response to letter #18910, Technical Bulletin for the request for the SLP Intake Lid.

Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing any GM Hot Cam Kit as an option for the 1998-2002 Restricted Preparation Camaro/Firebird. Also, the CRB has no plans to allow headers for the 98-02 Restricted Preparation Camaro/Firebird.

4. #18923 (Dennis Tanker) 2005 Mustang Engine Change
Thank you for your request. The CRB will not approve the exemption you request. For Restricted Preparation, you must run the engine listed in the specification line for the 2005-2010 RP Mustang. Your options are to run the engine listed in your 2005-2010 RP Mustang specification line, to develop a Full Preparation American Sedan car using your 2005 chassis, or to obtain a 2011-2014 chassis in order to run the 5.0L engine listed in the 2011-2014 RP Mustang specification line.

5. #18971 (Club Racing Board) SMG in AS
The CRB thanks the following members for their feedback:

18983, Edward Hosni; 19004, Ted Warning; 19021, Scott Olsen; 19027, Dylan Olsen; 19029, Tom Himes; 19032, Daniel Richardson; 19035, Kevin Smith; 19036, Aaron Bailey; 19042, Mark Muddiman; 19048, Dean Bailey; 19052, Scott Sanda; 19058, Andy Wilkin; 19060, Tom Brown; 19062, Nathan Hamlich; 19066, Thomas Lane; 19073, Allison Palitz; 19084, Jack Martin; 19102, Mark Wheaton; 19105, Tim White; 19134, Matt Regan, 19176, Greg Socha.

The CRB does not recommend adding SMG to American Sedan.

6. #19025 (American Sedan Committee) Not Recommended Part of Letter #18910
Thank you for your requests. Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing the LS6 engine as an option for the 1998-2002 Restricted Preparation Camaro/Firebird.

F5

1. #17684 (F Russell Strate, Jr.) Approve Wiseco Oversize Piston
Thank you for your request. The requested part does not exist.

2. #18969 (Jim Murphy) Time to Adjust the Rotax 593
Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor the performance of the different power plants in F5.

FB

1. #18454 (Jerry Hodges) Aftermarket Valves and Springs for FB
Thank you for your letter. Allowing alternate internal components is not in keeping with the class philosophy.

P2

1. #18618 (Jerry Bergman) Restriction Revisions
Thank you for your letter. The CRB does not recommend this change to the P2 spec table.

GCR

1. #18452 (Jerry Hodges) Limit Majors to 3 Days (Including Test Day)

Thank you for your request. SCCA should not dictate to the host region the length of events because it may have adverse financial impacts on their racing programs.

2. #18997 (Tim Myers) Not Meeting Weight on Side of Car = Disqualification or Penalties

Thank you for your letter. The rules are adequate as written.

GT2

1. #18844 (Ron Tambourine) Mazda RX-7 GT-2 20B Engine

Thank you for your request. The CRB feels this car is classified correctly at its present weight and SIR.

IT

1. #18031 (Christopher Childs) Head Gasket Thickness

Thank you for your request. This is not within class philosophy and enables too many options for manipulating quench, cam timing, etc.

2. #18643 (Jesse Prather) Crank Trigger/Distributor Clarification

Thank you for your letter. This change is not recommended. The current allowance is adequate as written.

ITR

1. #17984 (Jude Rudder) Reclassification/Dual Classification

Thank you for your letter. The 99-04 Mustang V6 exceeds the performance potential of ITS and is correctly classified in ITR.

2. #18049 (Robert Elgin) Porsche 928S and 928 Please Add Years

Thank you for your letter. The 1984 and later 928s exceed the performance potential of ITR.

FP

1. #18824 (Bill Blust) Move Fiat 2 Liter to EP

Thank you for your letter.

2. #18825 (Bill Blust) Move Fiat 2 Liter to EP

Thank you for your letter.

3. #19092 (Spencer Shepard) Fiat Venturi Restriction

Thank you for your letter. The performance of this car (which was campaigned with the alternate carburetor/weight option) at Daytona left no room for doubt that its straight line acceleration and top speed substantially exceeded accepted FP parameters. The adjustment made will not affect the handling of the car only the power output of the engine. Unfortunately after the last positive adjustment to this car it was not run to its potential until the Runoffs and this made it evident an error had been made in the prior adjustment. Competitors running this combination in the future are encouraged to provide race results to the CRB to allow the performance of this car, as adjusted, to be monitored.

HP

1. #18752 (Hayes Lewis) Classification of the Porsche 924

This was an exceptionally well presented letter. However, placing a 2 liter car in HP is not in the best interests of that class. The performance potential of this car prepared to the limits allowed in Production (and not with the suggested limitations for the fuel injection system and wheel width), exceeds the present HP envelope. The writer is encouraged to consider adjustments to the car in FP and to request the same.

SM

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

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

STU

1. #18901 (David Ray) SMG in STU

The CRB thanks the following members for their feedback:

18980, Cameron Conover; 18981, Adam Jamaal; 18987, Cheyne Daggett; 18988, David Mead; 18995, Greg Amy; 18999, Eric Heinrich; 19002, Anthony Simmers; 19006, Christopher Childs; 19007, Oscar Jackson; 19016 & 19017, John Schmitt; 19018, Glenn Lawton; 19019, Greg Anthony; 19020, Ray Huffmaster; 19026, Matt Wolfe; 19028, Michele Abbate; 19033, Nick Jacob; 19037, Christopher Rallo; 19039, Mark Liller; 19047, Robert Crawford; 19051, Darin Treakle; 19059, Ian Girvan; 19064, Charles Tobel; 19075, Anthony Cuthbert; 19081, Eric Thompson; 19131, Earl Richards; 19136, Jim Drago; 19153, Scott Peterson.

The CRB does not recommend adding SMG to STU.

T1

1. #18564 (David Mead) Allow Aftermarket Aluminum Cylinder Heads For T1

Thank you for your letter. The CRB does not recommend this change and considers this rules creep.

2. #18950 (David Mead) Allow OEM ABS Components to Be Swapped Amongst Same Manufacturers

Thank you for your request. This is against class philosophy.

T2

1. #19030 (Steve Schardt) C5 Corvette 18 x 10.5 Front Wheel

Thank you for your letter. Competitors had requested the 18x10.5 OEM wheels for this car/spec line as OEM 18x10.5 were plentiful and inexpensive. Any aftermarket wheel is permitted at 18x10.

2. #19090 (Donald Sweitzer) GCR Revision Request: BMW Wheel Size

Thank you for your letter. The CRB does not recommend this change at this time. Please see the response to letter #19108.

3. #19108 (James Rogerson) E46 and Z4 Wheel Size to Match Others in Class

Thank you for your letter. The CRB will monitor performance for 2016. This change is not recommended at this time.

4. #19113 (Michele Basso) Ferrari 360 Modena & Challenge (00-05) in Touring T2 Class

Thank you for your letter. The CRB appreciates the time put into the letter. Both cars are outside the potential for T2. If you would like to request changes for T1 for the Ferrari, please re-submit a letter with the request.

5. #19114 (Paul Fairchild) Porsche 996 Cup Cars

Thank you for your request. The car is outside the potential for the class. Please submit a letter for T1 change considerations.

T2-T4

1. #18308 (Derek Kulach) Class Participation

Thank you for your letter. The CRB finds your proposal interesting and appreciates your interest. Someone from the CRB will contact you.

T4

1. #18913 (Stan Czacki) Category/Class Allowances

Thank you for your letter. The CRB does not recommend your requested items for T4.

2. #18915 (Stan Czacki) RSX Type S Adjustments

Thank you for your requests. The CRB does not recommend these changes. Data shows the car is competitive as classed.

3. #18951 (David Mead) RX8 Fuel Feed Issue Fix

The Touring Committee is looking at this update for multiple makes and models with fuel cut issues, particularly with saddle bag fuel tanks. This is a potential rule change for 2017.

Alternatively, fuel cells are permitted in all touring classes. The Touring Committee is also going to look at the installation location language for 2017 rule changes.

Recommended Items for 2016

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. If approved by the Board of Directors, the below items will become effective on the dates specified in each letter.

FS

1. #18790 (Scott Woodruff) Remove Side Panel Fastener Spacing Limitation

Thank you for your letter. The CRB recommends removing the 6" center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

IT

1. #18791 (David Boles) Short Shift Kits

Thank you for your request. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

SM

1. #18779 (Tom Berndt) Exhaust Manifold Repair for 1.8 NA

Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Taken Care Of

F5

1. #18190 (Michael West) Rules Review Requested by the Court of Appeals

Thank you for your letter. Please see the response to letter #17999, Technical Bulletin.

FA

1. #18925 (Kris Kaiser) After Market Swift 016 Tubs

Thank you for your letter. Please see the response to letter #18903.

2. #18926 (Austin Mack) Swift 016 Aftermarket Tub - Not Crash Tested/Approved

Thank you for your letter. Please see the response to letter #18903.

3. #18927 (Gaston Kearby) 016 Tubs for Swift

Thank you for your letter. Please see the response to letter #18903.

4. #18935 (Conner Kearby) Algie Made 016 Tubs

Thank you for your letter. Please see the response to letter #18903.

5. #18936 (Michael Jacques) 016 Swift Tubs

Thank you for your letter. Please see the response to letter #18903.

6. #18937 (Ryan Norman) Tubs for 016

Thank you for your letter. Please see the response to letter #18903.

GCR

1. #18408 (Greg Amy) WDYT Letter #18099 Spec Tire Contingencies

Thank you for your response to the WDYT.

2. #18591 (Greg Rice) Contingency Tire Programs #18099

Thank you for your response to the WDYT.

ITA

1. #18851 (Greg Anthony) Neon DOHC/SOHC Weight Clarification for #18093

Thank you for your letter. Please see the response to letter #19080, Technical Bulletin.

FP

1. #19093 (Spencer Shepard) Fiat Venturi Restriction

Thank you for your letter. Please see the response to letter #19092.

SM

1. #18403 (Jim Drago) Hoosier H20 Tire

Thank you for your letter. The CRB and SCCA Staff are open to discussions with Hoosier about options for rain tires for SM and such a discussion is in the works.

2. #18734 (John Adamczyk) Allow Turn Signal Removal in the 94-97 1.8
Thank you for your letter. Please see the response to letter #18342.
3. #18737 (Nick Malatesta) 94 - 97 SM Parity
Thank you for your letter. Please see the response to letter #18342.
4. #18738 (Andrew Diller) Drivers Side Turn Signal Removal 94-97
Thank you for your letter. Please see the response to letter #18342.
5. #18742 (David Brown) Spec Miata 1994-97 Help
Thank you for your letter. Please see the response to letter #18342.
6. #19034 (Michael Collins) 1994-1997 Parity
Thank you for your letter. Please see the response to letter #18342.
7. #19038 (Mark Drennan) Changes for '94-97
Thank you for your letter. The CRB will continue to monitor parity for all model years.
8. #19040 (Tom Berndt) 94-97 Miata Parity
Thank you for your letter. The CRB will continue to monitor parity for all model years.
9. #19043 (Todd Buras) 94-97 Miata Parity
Thank you for your letter. The CRB will continue to monitor parity for all model years.
10. #19133 (Zachary Bertness) Regarding Parity of 94-97 Miata
Thank you for your letter. The CRB will continue to monitor parity for all model years.

T1

1. #18224 (Scotty White) Viper Roadster
Thank you for your letter. Please see the response to letter #19054.
2. #18612 (David Mead) Separate
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.
3. #18757 (David Mead) Ford 5.0 Coyote and Boss 302 Should Be On a Separate Spec Line
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.
4. #18979 (Cheyne Daggett) Correct the Throttle Body for the OEM Boss/Coyote
Thank you for your letter. This has been corrected. Please refer to Technical Bulletin letters #18876, #18877, #18878, #18879.

T2

1. #18611 (Greg Vandersluis) Classify the 2015 - Present Ford Mustang GT
Thank you for your request. The car has been classed in T2. Please see the response to letter #19079.
2. #19044 (Cheyne Daggett) Classify 2015 - Mustang GT in T2
Thank you for your letter. This car has been classified in T2. Please see the response to letter #19079, Technical Bulletin.

T3

1. #19146 (Dale Shoemaker) Mazda Global Cup Miata Rim Size Error
Thank you for your letter. Please see the response to letter #19135, Technical Bulletin.

T4

1. #16863 (Michael Collins) 2006-2014 Miata Suspension Clarification
Thank you for your letter. Please see the response to letter #18555.
2. #18952 (David Mead) Remove Mustang Restrictor
Thank you for your letter. Please see the response to letter #18846.
3. #19014 (Raymond Blethen) 2009 Mazda RX8 Sway Bar
Thank you for your letter. Please see the response to letter #19107, Technical Bulletin.
4. #19085 (Gary Radocchio) Add Spec Boxster to T4
Thank you for your letter. Please see the response to letter #18626, Technical Bulletin.

5. #19087 (Dr. Frank Celenza) Spec Boxsters in T4

Thank you for your letter. The CRB hopes that Spec Boxster drivers will come out and race. Please see the response to letter #18626, Technical Bulletin.

What Do You Think

None.

RESUMES

1. #18998 (Kyle Disque) Resume for Kyle Disque

Thank you for your resume. Kyle Disque has been added to the GT Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2016

NUMBER: TB 16-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2016 unless otherwise noted.

American Sedan

AS

1. #18910 (Aaron Bailey) Allow SLP Intake Lid and Stock LS6 in LP 98-02 Firebird/Camaro

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, add the following language to the notes:

"Max. wheel size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake ((98-00), 7.43 mm; (01-02), 6.96 mm), Exhaust ((98-00), 7.43 mm, (01-02), 7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, (98-00), 202 degrees; (01-02), 197 degrees), (Exhaust, (98-00) 210 degrees; (01-02), 207 degrees)); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. Either camshaft may be used for any car in this specification line. Camshaft lift tolerance .076 mm. **SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. All other parts** Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."

Please see the response to letter #19025, Minutes, for the Not Recommended portion of this letter.

B-Spec

None.

Formula/Sports Racing

F5

1. #17999 (Jay Novak) Remove Requirement for the Intake Idle Plenum 2 Stroke Engines

In GCR section 9.1.1.D.14.A., add the following language:

"Carburetor mounting shall be of individual runners, no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. **The use of the intake plenum/resonator on the 493 and the 593 engines is optional. If the intake resonator is removed the resulting holes MUST be completely plugged and the plugs must be held in place by appropriate clamps. Plugs may be of any material and must serve no other purpose than to plug the holes originally intended for the resonator.** 38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot) or Kimpex 07-100-33, shall be used for the 493 and 593 engines. Supercharging, turbocharging, and direct fuel injection are prohibited."

FA

1. #18008 (Kevin Kloepfer) Allow Stock 2.5 Mazda

In FA, Table 2, Swift 016, classify the Mazda 2.5 engine as follows:

2.5 Mazda

In FA, Table 2, Swift 016, add the following language to the notes:

"2.5 Mazda Notes: The max compression ratio is 11.5 with a 3.500 Bore x 3.94 Stroke (+/- .005). It must be a 2.5 Mazda Turbo Block, part# L3K9-10-300H. The cylinder head, part# L504-10-090, and valves shall be 2.5 Mazda. They must remain unmodified with no porting or valve modifications. Intake valve diameter is 35.1mm and exhaust valve diameter is 30.1mm. Valve springs must be a single type of spring of any manufacturer. The crankshaft must be stock Mazda part# LF-9-G-11-301. No profiling of counter weights and the balance shaft drive gear may be removed. The rod and main journals may be reground and a woodruff key slot may be added. Connecting rods shall be steel with a min. weight of 495 gr. center to center 6.092. Pistons may be any aftermarket part using 3 rings with a minimum weight, with pin, of 390 gr. Camshafts must be Cosworth YDX profiles supplied by Crower Cams. Cam timing specs shall be as follows: 104 ° TDC Intake 100 ° BTDC Exhaust +/- 1°. Chain or belt driven camshaft drive is permissible. An adapter plate is necessary between throttle body & cylinder head with a maximum thickness of 1 inch. The adapter plate must be uniform in thickness. The following engine parts must be used and are supplied by Cosworth: Barrel style throttle body (part# YD8183), Integral dry sump pan and pump (part# YD8154 YD 8139), Flywheel (part# YD0449). A carbon fiber 5.5 double plate clutch is optional. Exhaust system shall be the standard 4 into 1 Swift 016. A 35mm SIR is required. They are manufactured by Racetech and MUST be used with sealed air box kit, part# FA11016INT, supplied by SCCA Enterprises."

FS

1. #18797 (Scott Woodruff) Formula S (FS) - Aerodynamic Devices - 9.1.1.F.7.B.1 - GCR - 355

In GCR section 9.1.1.F.7.B.1., remove the following language:

"The mounting apparatus of any part having an aerodynamic influence (i.e. bodywork, floor, sidepods, wings, spoilers, etc.), shall be rigidly secured to the entirely sprung part of the car (chassis/monocoque), shall have no degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), and shall remain immobile in relation to the chassis/ monocoque at all times. ~~This allows for actively adjusted aero-dynamic elements (i.e. wings, diffusers, etc.).~~"

FV

1. #18785 (Phillip Holcomb) Valve Guide Boss Machining

In GCR section 9.1.1.C.5.D.14, add the following language:

"e. The circumference of the valve guide boss may be machined to accommodate the inside diameter of the valve spring."

FE

1. #19159 (Erik Skirmants) New FE Tire Supplier

Effective 4/29/2016 except for Buttonwillows Majors race (04/29/16-05/01/16), in GCR section 9.1.1.1.13, make the following changes:

"Tires must run in sets of 4 as stated below:

DRY

Hoosier "FE" Labeled Compound

Front: PN: 43270FE, 21.5 X 8.0 - 13

Rear: PN: 43301FE, 22.0 X 10.0 - 13

American Racer

Front: PN: JA3C3, 22.0 X 8.0 - 13

Rear: PN: JA3MA, 22.5 X 10.0 - 13

WET

Until 8/1/16

Hoosier Road Racing Wet

Front: PN: 44195, 21.5 X 8.0 X 13.0

Formula Enterprises (FE) Specifications

Rear: PN: 44217, 22.0 X 10.0 X 13.0

After 8/1/16

American Racer

Front: PN: TBD, 22.0 X 8.0 X 13.0

Rear: PN: TBD, 22.5 X 10.0 X 13.0"

GCR

1. #18687 (Charles Tanck) Proper Interpretation of Section 9.3.41. Seats

In GCR section 9.3.41, add the following language:

"The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc.). Passenger seat back—if a folding seat, it shall be securely bolted or strapped in place.

Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing."

Grand Touring

GT

1. #18886 (Club Racing Board) Rocker Arm Rule

In GCR section 9.1.2.D.5.d.1, add the following language:

"The manufacturer's basic system of front suspension shall be retained, i.e., independent. Strut type front suspension may be replaced with a double A-arm type suspension. *Rocker Arms, push/pull rods, etc. are prohibited.*"

GT1

1. #19031 (Scotty B White) Please Reconsider GT1 Viper CC Weight

In GT1 Dodge Viper, incl Comp Coupe, ACR/ ACR-X, reduce the weight as follows:

8400: ~~3400~~ *3200*

8300: ~~3300~~ *3100*

8000: ~~3300~~ *3100*

7990: ~~3300~~ *3100*

GT2

1. #18864 (Mike McGinley) Restrictor Size on C6 Corvettes with LS7 engines
 In GT2/ST Chevrolet Corvette (-2016), 7011, change the restrictor size as follows:
 60 **65mm** flat plate

In GT2/ST Chevrolet Corvette (-2016), 7011 OEM, remove the restrictor as follows:
70mm flat plate

Improved Touring**ITA**

1. #19080 (Christopher Rallo) ITA DOHC Neon
 In ITA, Chrysler Neon DOHC (2 & 4 door) (incl. ACR) (95-99), change the weight as follows:
 2650 **2560**

ITR

1. #18640 (Elazar Mann) Subaru SVX Classing
 In ITR, classify the Subaru SVX (AWD) as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Subaru SVX AWD (92-97)</i>	<i>6 cyl. DOHC</i>	<i>96.9 X 75.0 3318</i>	<i>(I) 36.0 (E) 32.1</i>	<i>10.0</i>	<i>102.8</i>	<i>17</i>	<i>2.79, 1.55, 1.00, 0.64 Automatic</i>	<i>(F) 302 x 28 Vented Disc (R) 290 x 10 Solid Disc</i>	<i>3205</i>	

ITS

1. #17950 (Tim Myers) Move Mazda RX8 to ITS
 In ITR, Mazda RX-8 (2009), add model years as follows:
 Mazda RX-8 (~~2009~~**09-11**)

In ITS, classify the Mazda RX-8 (04-08) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mazda RX-8 (04-08)</i>	<i>2 Rotor</i>	<i>2600cc</i>	<i>NA</i>	<i>10.0</i>	<i>2703</i>	<i>18</i>	<i>3.76, 2.27, 1.65, 1.19, 1.00, 0.84</i>	<i>(F) 323 Vented Disc (R) 303 Vented Disc</i>	<i>3270</i>	

In ITS, classify the Mazda RX-8 (09-11) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mazda RX-8 (09-11)</i>	<i>2 Rotor</i>	<i>2600cc</i>	<i>NA</i>	<i>10.0</i>	<i>2703</i>	<i>18</i>	<i>3.76, 2.27, 1.65, 1.19, 1.00, 0.84</i>	<i>(F) 323 Vented Disc (R) 303 Vented Disc</i>	<i>3270</i>	

Production

1. #18921 (mark crellin) Nissan SE-R to FP
 In EP, Nissan NX-2000, increase weight as follows:
 2150~~2175~~ 2204~~2229~~ 2258~~2284~~

In EP, Nissan NX-2000, Brakes Std. (mm/(in.)), make the following change:
~~(F) 249 (9.8) Disc~~ (F) 257 (10.12) Disc

In FP, classify the Nissan 200-SX SE-R as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 200-SX SE-R	2	2275 *2332 **2389	4 Cyl DOHC	86.0 x 86.0 (3.39 x 3.39)	1998 (121.9)	Iron	Alum	(I) 34.2 / (1.35) (E) 30.2/ (1.19)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2431 (95.7)	1537/1516 (60.5/59.7)

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
Nissan 200-SX SE-R	15 x 7	5	(F) 249 (9.8) Disc (R) 234 (9.2) Disc		stock throttle body I.D.	Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
Nissan Sentra SE-R (90-94)	2	2275 *2332 **2389	4 Cyl DOHC	86.0 x 86.0 (3.39 x 3.39)	1998 (121.9)	Iron	Alum	(I) 34.2 / (1.35) (E) 30.2/(1.19)	(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.	2431 (95.7)	1524/1501 (60.0/59.1)

In FP, classify the Nissan Sentra SE-R (90-94) as follows:

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>Nissan Sentra SE-R (90-94)</i>	<i>15 x 7</i>	<i>5</i>	<i>(F) 249 (9.8) Disc (R) 234 (9.2) Disc</i>		<i>stock throttle body I.D.</i>	<i>Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.</i>

In FP, classify the Nissan Nx-2000 as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
<i>Nissan NX-2000</i>	<i>2</i>	<i>2300 *2358 **2415</i>	<i>4 Cyl DOHC</i>	<i>86.0 x 86.0 (3.39 x 3.39)</i>	<i>1998 (121.9)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 34.2 / (1.35) (E) 30.2/(1.19)</i>	<i>(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.</i>	<i>2431 (95.7)</i>	<i>1524/1501 (60.0/59.1)</i>

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>Nissan NX-2000</i>	<i>15 x 7</i>	<i>5</i>	<i>(F) 249 (9.8) Disc (R) 234 (9.2) Disc</i>		<i>stock throttle body I.D.</i>	<i>Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.</i>

2. #19091 (John Bauer) Ford Fiesta Cylinder Head/Intake

In FP, Ford Fiesta (78-80), add the following language to the notes:

"Combination of Formula F spec cylinder head and intake manifold may be used."

Spec Miata

1. #18663 (SCCA Staff) Compression Ratio Calculator

The CRB/SMAC/Staff have been working on a new 1.8 Spec Miata compression ratio calculation spreadsheet. The new calculator is simpler and easier to use for engine builders and technical inspectors and also includes error checking.

In section 9.1.7.1.a, add a new section as follows:

"3. Compression ratio for 1.8L engines shall be calculated using the official Spec Miata calculator. The calculator can be downloaded on [scca.com](http://www.scca.com): <http://www.scca.com/pages/scrutineering-forms-procedures>"

2. #18957 (Spec Miata Committee) Omission - disallow VVT extra bracing rule

In GCR section 9.1.7.C.3.c., add the following language:

"Subframe braces maybe updated to stock 1997 configuration utilizing the MAZDASPEED Motorsports Development Spec Miata kit. 2001-2005 (VVT) model years must remove the additional intermediate underbody/floorpan attached bracing (Mazda part number N067-56-G11A Base plate & part number N067-56-H10A cross member)."

3. #18994 (Jason Kohler) Clarification of 9.1.7.C.3.h Regarding De-Powering Steering Racks

In GCR section 9.1.7.C.3.h., make the following changes:

"Manual or power steering racks may be used. Power steering racks may be converted to manual by removing all power steering components and the 2-piece pinion shaft may be welded. Removal of power steering components is allowed."

Super Touring

ST

1. #18970 (Greg Amy) Wheel Spacers

In GCR section 9.1.4.O.2.a., remove the following language and re-letter:

"a. Loose wheel spacers of any type are not recommended."

2. #19053 (Eric Heinrich) Aftermarket Body Appearance Kits

In GCR section 9.1.4.D.6., remove the following language and re-number:

"OEM-side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule."

STL

1. #18968 (Kevin Ruck) Allow Removal of the Brake Booster

In GCR section 9.1.4.2.E.4, add the following language:

"Any alternate OEM master cylinder and/or booster are allowed, as long no modifications are done to any other component for installation. *Booster may be removed and replaced with a fabricated mounting plate, and the actuator rod may be modified or replaced, as long as no others modifications are done to any other component.*"

STU

1. #18021 (Jim drago) Allow 2.3 Mazda Millennia KL Series Engine With 2.5 KL Manifolds

In STU, Table B, classify the Mazda KJ-ZEM as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda KJ-ZEM Miller-Cycle 2.3L V6</i>	<i>2225</i>	<i>chart</i>	<i>Mazda 2.5 KL non-supercharged intake allowed without supercharger.</i>

2. #18481 (James Clay) Spec E46 Rules - Adopt 2016?

In STU, Table B, BMW Spec E46, make the following changes:

Weight: ~~2850~~ *see rules*

Notes: "The Spec E46 rules are available on www.scca.com: *Vehicles prepped per GCR Appendix N, SpecE46*"

3. #18974 (John Weisberg) 2006-2015 World Challenge TC Mazda MX5

In STU, Table B, classify a new World Challenge Spec* Mazda MX-5 (2005-) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>World Challenge Spec* Mazda MX-5 (2005-)</i>	<i>2489</i>	<i>2750</i>	<i>VTS dated 1/15/2013, Revision 4 Dated 2/5/2016. Must meet STCS Ride Height. Must meet GCR 9.3.45.</i>

Note: this is an addition to the existing listing for the original 1/15/2013 MX-5 allowances, which is a different prep level.

Touring

T1

1. #18498 (david mead) Add 04-09 Cadillac XLR to T1 Spec Line

In T1, Chevrolet Corvette, add the Cadillac XLR (04-09) to the spec line.

Add to Chassis notes: "*Cadillac XLR: must remove mechanical/ electronic components for the convertible top, and positively fasten the top in place.*"

2. #18565 (david mead) Classify Ecotec 2.3 Turbo Engine for Mustang/Tbird

In T1, Ford Mustang/ Thunderbird, classify the Ecotec as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang/ Thunderbird</i>	<i>2260</i>	<i>3000</i>	<i>44mm TIR</i>	<i>2.3 GTDI (2015 EcoBoost) Any aftermarket turbo allowed</i>	<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

3. #18867 (Touring Committee) Error to remove T1 Chevrolet Corvette LT1

In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Firebird, Pontiac GTO, make the following change:
Maximum Displ.: ~~6178~~ **5778**

In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Firebird make the following change:
Maximum Displ.: ~~6178~~ **5778**

4. #18876 (Touring Committee) Mustang Corrections

In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine) Effective 3/1/16- OEM, make the following changes:

Platform: Ford Mustang/Thunderbird **Coyote** ("CobraJet" engine) ~~Effective 3/1/16- OEM~~

Engine Notes: ~~OEM-12.5:1 compression allowed using OEM prep level. T1 engine prep allowed at T1 rule limits.~~

Chassis Notes: ~~"Aftermarket K members are permitted. Effective 3/1/16- Only approved throttle body Ford Racing Part #M-9926-CJ65-~~ **Must use one of these approved throttle bodies: Ford Racing Part #M-9926-CJ65 or 07 - 14 FORD RACING MUSTANG GT500 SVT 60MM THROTTLE BODY ASSEMBLY M-9926-MSVT, Cobra Jet manifold permitted M-9424-M50CJ."**

5. #18877 (Touring Committee) Mustang Corrections

In T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote) OEM, make the following changes:

Platform: Ford Mustang/Thunderbird (Boss 302 & Coyote) ~~Effective 3/1/16- OEM~~

Min. Weight: ~~3425 Effective 3/1/16-~~ **3525**

Restrictor Required: ~~Effective 3/1/16-~~ **70mm flat plate restrictor required.**

Engine Notes: ~~"OEM 5.0 Only approved throttle body Ford Racing Part #M-9926-CJ65-~~ **Allow Laguna Seca intake manifold and throttle body."**

Chassis Notes: "Aftermarket K members are permitted. **OEM independent rear suspension is permitted.**"

6. #18878 (Touring Committee) Mustang built Coyote new classification

In T1, classify the Ford Mustang/ Thunderbird Coyote as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang/ Thunderbird Coyote</i>	5000	3475	70mm flat plate restrictor required.		Aftermarket K members are permitted. OEM independent rear suspension is permitted.

7. #18879 (Touring Committee) Mustang Corrections

In T1, Ford Mustang/Thunderbird (Boss 302 & Coyote) OEM, make the following changes:

Ford Mustang/Thunderbird (Boss 302 & Coyote) ~~OEM~~

Min. Weight: ~~3425~~ **3525**

Restrictor: **70mm flat plate restrictor required.** ~~(2) 50mm flat plate restrictors required.~~

Engine Notes: **Allow Laguna Seca intake manifold and throttle body.** ~~OEM 5.0 Only approved throttle body Ford Racing Part #M-9926-CJ65-~~

Chassis Notes: **Aftermarket K members are permitted. OEM independent rear suspension is permitted.**

8. #18880 (Touring Committee) New Classification 2015 Coyote

In T1, classify the 2015-2016 Ford Coyote engine as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang/ Thunderbird Coyote (2015-2016)</i>	5000 (2015-2016)	3450	65mm flat plate restrictor required.		Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.

9. #19001 (SCCA Staff) Specify Camber Max Limits

In GCR section 9.1.9.1.N.8., add the following language:

"Camber, track, toe and caster is unrestricted."

10. #19238 (SCCA Staff) Error in Corvette Spec line

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Firebird Pontiac GTO, remove the following language:
"Cadillac CTS/CTS-V Chevrolet Camaro ~~Chevrolet Corvette Pontiac Firebird Pontiac GTO~~"

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Firebird, remove the following language:
"Cadillac CTS/CTS-V Chevrolet Camaro ~~Chevrolet Corvette Pontiac Firebird~~"

T2

1. #19054 (Philip Royle) Remove Hard Top Requirement in Touring

In GCR section 9.1.9.2.D.8.a.4.a., remove the following language:

"Hardtops: ~~If a hardtop is required, it shall~~ *Shall* be the original equipment hardtop from the vehicle manufacturer unless an alternate part number or manufacturer is listed on the vehicle spec line. *If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed.*

Convertible or roadster top: Convertible or roadster top vehicles are allowed. The convertible top shall be removed."

Remove the hardtop language from the notes in the following spec lines as shown:

T2

Dodge Viper, SRT-10 incl. coupe (03-06)

~~"If a hardtop is used, it shall be the~~ Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed."

Pontiac Solstice GXP Coupe/Convertible (07-09)

~~"Detachable hardtop GM part #PCS-0664 shall~~ *may* be installed (*If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed.*) ~~and convertible top shall be removed."~~

Saturn Sky/Convertible (07-09)

~~"Detachable hardtop GM part #PCS-0664 shall~~ *may* be installed (*If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed.*) ~~and convertible top shall be removed."~~

T3

BMW Z4 3.0L (03-04)

~~"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."~~

Honda S2000 (all) (00-09)

~~"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."~~

Lotus Elise (05-10)

~~"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."~~

Mazda MazdaSpeed Miata (04-05)

~~"Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed."~~

Mazda MX-5 Miata (2016)

~~"Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."~~

Pontiac Solstice GXP Coupe/Convertible (07-09)

~~"Detachable hardtop GM part #PCS-0664 shall~~ *may* be installed (*If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed.*) ~~and convertible top shall be removed."~~

Saturn Sky/Convertible (07-09)

"Detachable hardtop GM part #PCS-0664 shall *may* be installed (*If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed*). and convertible top shall be removed."

T4

BMW Z4 2.5L (03-05),

"Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."

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

"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."

Mazda MX-5/Miata (01-05)

"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."

Mazda MX-5/Club Model (06-14)

"Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed."

Mazda MX-5 Miata (2016)

"Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."

Pontiac Solstice/Saturn Sky (06-09)

"Detachable hardtop GM part # PCS-0664 shall *may* be installed (*If a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed*). and convertible top shall be removed."

Toyota MR-2 Spyder 16V DOHC (01-05)

"Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."

2. #18411 (Derek Zalewski) Initial T2 Class Submission - 2016 Chevrolet Camaro SS
In T2, classify the 2016 Chevrolet Camaro 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>Chevrolet Camaro (16-)</i>	<i>103.25 x 92.0 6162</i>	<i>2811</i>	<i>(F) 18x10, (R) 18x11</i>	<i>295</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.73</i>	<i>(F)345x 32 vented, (R)338x 28 vented</i>	<i>3600</i>	<i>84004136, 23301611, 19352519, 19180514, 23245471 (brake kit) allowed at +100 lbs. 60mm flat plate restrictor required</i>

3. #19079 (ANDY VRENKO) 2015 Mustang GT in T2
 In T2, classify the 2015 Mustang GT 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>Ford Mustang GT 5.0L (15-)</i>	<i>4.957</i>	<i>107</i>	<i>18 x 11</i>	<i>295</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.73</i>	<i>(F) 352 (R) 330</i>	<i>3700</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M-7210-M8, Solid Subframe Bushings part#M-5872-M, Dampers in Handling Pack part#M-18000-F, Performance Package Brembo front BBK 380mm permitted at base weight. Stock brakes 352mm permitted -100lbs. 53mm flat plate restrictor required.</i>

4. #19189 (SCCA Staff) Classify the Nissan 350Z, Acura TL, and Ford Mustang 4.6 in T2
 In T2, classify the Acura TL SH- AWD (10-13) 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>Acura TL SHAWD (10-13)</i>	<i>90.065 x 96.1 3664</i>	<i>2776</i>	<i>19 X 9(F) 19 x 9(R)</i>	<i>275</i>	<i>3.63, 2.12, 1.53, 1.13, 0.85, 0.69</i>	<i>3.84</i>	<i>(F) 320 x 28 Vented (R) 334 x 11 Solid</i>	<i>3400</i>	<i>1000 lb/in springs maximum permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132.</i>

In T2, classify the Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) 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>Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)</i>	<i>90.2 x 90.0 4601</i>	<i>2720</i>	<i>18 x 9 (F&R)</i>	<i>275</i>	<i>3.38, 2.00, 1.32, 1.00, 0.675</i>	<i>3.55 or 3.73</i>	<i>(F) 316 / 355 Vented Disc (R) 300 Vented Disc</i>	<i>3400</i>	<i>The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway barsM-5490-A,damper kit M-18000-A. Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed. An Aluminum driveshaft is allowed. Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.</i>

In T2, classify the Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec Z 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>Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z</i>	<i>95.5 x 81.4 3498</i>	<i>2649</i>	<i>18 x 9 (F) 18 x 10(R)</i>	<i>275</i>	<i>3.79, 2.32, 1.62, 1.27, 1.00, 0.79</i>	<i>3.54</i>	<i>(F) 296/324 Vented Disc (R) 292/323 Vented Disc</i>	<i>DE Motor: 3250 HR Motor: 3500</i>	<i>Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed.</i>

T3

1. #18244 (Touring Committee) Classify T3 - 2015/2016 Volkswagen Golf R

In T3, classify the 2015-16 Volkswagen Golf R 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:
Volkswagen Golf R (2015-16)	82.5 x 92.8 1984	2630	18x8	245	3.36, 2.09, 1.48, 1.09, 1.10, 0.91	4.24 (1-4), 3.27 (5-6)	(F) 340 x 30.5, (R) 310 x 29	3150	Max spring rate 800 F&R, Max swaybar 38mm F, 42mm R. 35mm TIR required.

2. #18665 (Derek Zalewski) T3 Class VTS Resubmittal - 2016 Chevrolet Camaro

In T3, classify the 2016 Chevrolet Camaro 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:
Chevrolet Camaro V6 (16-)	95.1 x 85.8 3649	2811	18 x 10	275	4.40, 2.60, 1.80, 1.34, 1.00, .75	3.27	(F) 321 x 30 Vented Disc (R) 315 x 23 Vented Disc	3550	54mm flat plate restrictor required

3. #18884 (Touring Committee) Global MX-5 tires

In T3, Mazda MX-5 Global Cup Miata (2016), add the following language to the notes:

"Tires must conform to the touring rules."

4. #18967 (Dale Shoemaker) Correct Wheelbase and Gear Ratio Listings

TYFL appreciate pointing out these errors in the print of the GCR.

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

~~90.9~~ 2309

In T3, Mazda MX-5 Global Cup Miata (2016), correct the gear ratios as follows:

~~5.09, 2.04, 2.99, 1.59, 1.29, 1.00;~~ 5.09, 2.99, 2.04, 1.59, 1.29, 1.00

5. #19135 (SCCA Staff) Correct the Mazda MX-5 Global Cup 2016 Wheel Size

In T3, Mazda MX-5 Global Cup Miata (2016), correct the wheel size as follows:

~~17x7~~ 17x7.5

6. #19147 (Dale Shoemaker) Change Maximum Tire Width for Mazda Global Cup Miata

In T3, Mazda Mx-5 Global Cup Miata (2016), change the tire size as follows:

205 225

T4

1. #18555 (jim drago) MX5 Suspension Discrepancy

In T4, Mazda MX-5 / Club Model (06-14), add the following language to the notes:

"Effective 01/01/2017: The SM5 suspension (only) is allowed with a 75lb weight increase."

2. #19052 (Philip Royle) Re-Evaluate 2002-'06 Nissan Sentra SE-R Spec V

In T4, Nissan Sentra SER Spec-V (02-06), change the weight as follows:

~~2800~~ 2750

3. #19107 (david mead) Allow Alternate Front Swaybar Besides Mazdaspeed Part

In T4, Mazda RX-8 Base/R3 (04-12), add to the notes:

"Alternate sway bar permitted, Progressive Technologies Part Number: 61-0543"

4. #19115 (mike kenific) Add 2009 Mini Cooper S to T4
 In T4, classify the 07-09 Mini Cooper S as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Mini Cooper S (07- 09)	77.0 x 85.8 1598	2467	16 x 7	225	overall: 12.79, 7.79, 5.65, 4.62, 3.83, 3.13	N/A	(F) 277 Vented Disc (R) 259 Solid Disc	2750	The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Convertible model not allowed. Factory optional limited slip differential allowed. JCW struts (F) 31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. 28mm TIR required.