

CLUB RACING BOARD

DATE: January 20, 2017

NUMBER: TB 17-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2017 unless otherwise noted.

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

American Sedan

AS

1. #21106 (American Sedan Committee) Shock Rule Clarification

In GCR section 9.1.6.D.4.b.2., add the following language:

"Any shock absorbers may be used, provided they attach to the original mounting points on the chassis.

The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are

permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of

adjustment from within the cockpit *or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems* while the car is in motion. *Magnetic shocks are not permitted.*"

B-Spec

None.

Formula/Sports Racing

FA

1. #21121 (Matthew Gendron) Pro Mazda Allowances

In FA, Table 2, Pro Formula Mazda, make the following changes:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Pro Formula Mazda	Mazda rotary-Sealed Renesis with Pro Star Mazda Fuel injection and a 70 mm throttle body <i>See Table 1</i>	Pro Star Mazda specified series wheels (F) 9 (R) 11 (F) 10 (R) 14 <i>Min. & 15 Max.</i>	See Table 3 <i>See FA rules</i>	6 spd sequential transmission with open differential. Traction control is allowed. Spec Gear Ratio Stacks (no mixing) apply. Pro Star Mazda Gear Stacks: Stack A: 1st 12/29, 2nd 15/30, 3rd 15/25, 4th 19/27, 5th 20/25, 6th 19/21. Stack B: 1st 12/29, 2nd 17/30, 3rd 19/27,	1325 <i>See Table 1</i>	Front Wing—Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings—May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney

				4th-18/22, 5th-24/26, 6th-24/24.		tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, CER Inc., Speed Source or Daryl Drummond Enterprises, Inc. <i>All current FA rules apply</i>
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In FA, remove table 3 listing Pro Formula Mazda dimensions in its entirety.

FB

1. #20719 (JEREMY HILL) FB ENGINE PARITY

In GCR Section 9.1.1.G.13, add the following language:

"Minimum weight *for cars using model year 2010 or older engines* is 1000 lbs. *Minimum weight for cars using model year 2011 or newer engines is 1025 lbs.*"

FF

1. #21132 (Formula/Sports Racing Committee) Update GCR 9.3.28.D Parenthetical

In GCR Section 9.3.28.D, remove the following language:

Except for classes in which there is only 1 required minimum weight (i.e., ASR, ~~FB~~, FC, FE, ~~FF~~, ~~FM~~, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales.

P1

1. #21153 (SCCA Staff) Elan Van Diemen DP02 Sports Racer in P1

The Club Racing Board wishes to delay the changes implemented for the Elan Van Diemen DP02 Sports Racer in P1, published in the January Fastrack (#20641).

Effective 03/01/17, in P1, Table 1 (Spec Line Cars), remove Line D in its entirety.

Effective 03/01/17, in GCR Section 9.1.8.I., remove Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.

See Racing Memo 16-10.

GCR

None.

Grand Touring

GT2

1. #20003 (Chad Gilsinger) Classify 2017 Acura NSX in GT2

In GT2, classify as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>2017 Acura NSX</i>	<i>3500</i>	<i>3600</i>	<i>(2) 34 mm TIRs</i>	<i>"TIR shall be placed in the OEM turbo inlet housing."</i>

GT3

1. #20720 (wolfgang maike) GT3 Small Bore Engine Weight Reduction

In GT3, reduce the weight of piston engines 1800cc and under by 50 lbs.

2. #20884 (joe kristensen) Honda Civic 2017 Body
In GT3, classify as follows:

GT3 Cars -

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda Civic Coupe</i>	<i>17-</i>	<i>2dr</i>	<i>FWD</i>	<i>106.3</i>	

In GTL, classify as follows:

GTL Cars -

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda Civic Coupe</i>	<i>17-</i>	<i>2dr</i>	<i>FWD</i>	<i>106.3</i>	

3. #20885 (joe kristensen) 2354 CC Honda Engine
In GT3, Engines - Honda, F20C, add the following language to the notes:
"K24 crankshaft allowed with a 31mm SIR at 2195 lbs."

Improved Touring

None.

Production

1. #21107 (scott lunder) Incorrect Intake Valve Listing for 03-05 BMW Z4
In EP, BMW Z4 (03-05), change the intake valve size as follows:
(I) ~~1.23~~ *1.30*

2. #21072 (Blake Meredith) Classify the 1990-91 Honda Civic EX
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>Honda Civic EX (90-91)</i>	<i>2</i>	<i>1900</i> <i>* 1948</i> <i>** 1995</i>	<i>4 Cyl. DOHC</i>	<i>75.0 x 90.0</i>	<i>1590</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 29.0</i> <i>(E) 25.0</i>	<i>Fuel injection</i>	<i>98.4"</i>	<i>61.4/61.7</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic EX (90-91)</i>	<i>15 x 7</i>	<i>5</i>	<i>(F) 10.3" vented</i> <i>(R) 7.09 x 1.50" drum or as alt. 9.41" solid disc</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .450"</i>

3. #21096 (Jesse Prather) Undercut Valves

In GCR section 9.1.5.E.2.f.4., add the following language:

"Any ferrous (including stainless steel) metal valves meeting the specified head diameter and having the stock diameter for the portion of the stem that travels inside the valve guide can be used. *The diameter of the portion of the valve stem that does not travel inside the valve guide can be no more than 17% smaller than the stock stem diameter.* Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted."

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #19856 (ANDY VRENKO) 2015-2017 MUSTANG GT

In T2, Ford Mustang GT 5.0L (2015-), make the following changes:

Brakes:

(F) ~~352~~ 355 (R) 330

Notes:

"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 +100lbs. 53mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. *Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD.*"

2. #20668 (Francisco Marrero) 2011 Porsche Boxster Spyder (PDK Transmission)

In T2, Porsche Cayman S (10-12), add the following language:

Porsche Cayman S, *Spyder* (10-12)

T3

1. #21114 (David Cook) T3 Hard Tops for the MX-5s

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

"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. Mazda hardtop (part #~~TBD~~ 0000-07-5902-ND) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners)."

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

"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*"

2. #21174 (Touring Committee) Classify Honda Civic '06-'11 in T3
In T3, classify 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:
<i>Honda Civic Si (06-11)</i>	<i>86.1 x 86.0 1998</i>	<i>2649</i>	<i>17 x 7</i>	<i>235</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.66</i>	<i>4.77</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2650</i>	<i>Aftermarket cold air intake allowed. Aftermarket exhaust header allowed.</i>

See Racing Memo 17-01.

T4

1. #20561 (Michael Sullivan) T-4 Shock Clarification

In GCR section 9.1.9.2.D.5.b.2., clarify non-adjustable shock allowances in the second paragraph, regarding T4, as follows:

"T4 only: ~~(unless specified on a spec line)Any non-adjustable shock absorber is allowed.~~ *Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any non-adjustable shock absorber is allowed. Adjustable shocks that are retrofitted into non-adjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered.* The shock ~~Shocks~~ must be installed in the original mounting locations. Remote ~~shocks~~ *reservoirs* are not permitted. Threaded shock bodies or adjusters may be used. *Shocks can serve no purpose other than to damp motion.*"

2. #21112 (David Cook) T4 New Mazda Hard Top

In T4, Mazda MX-5 / Club Model (06-14), add additional hardtop part number to the notes:

"Mazdaspeed MX-5 Roof permitted ~~#0000-07-5901-CC~~ *OR* #0000-07-5901 with +20lb increase to base weight."

3. #21113 (David Cook) T4 2016 MX-5 Rules Clarification Request

In T4, Mazda MX-5 Miata/Club (2016), add the following language to the notes:

"Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 with +20lb increase to base weight."

Note from the CRB:

The other requests are not clear from your letter. Please submit separate letters with each letter having one specific request.

4. #21143 (Touring Committee) Please cap model year for BRZ and FRS in T4 to 2016 model

In T4, Scion FR-S, add the following language:

Scion FR-S

(2013-~~2016~~)

In T4, Subaru BRZ, add the following language:

Subaru BRZ
(2013-2016)