

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 7, 2017

The Club Racing Board met by teleconference on February 7, 2017. 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, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

AS

1. #21300 (American Sedan Committee) Cold Air Intake for 93-02 Restricted Preparation Camaro/Firebird

The CRB/ASAC is expanding the Cold Air Intake adjustment specified in letter #20416. Research indicates that SLP components are becoming challenging to obtain. Also, no SLP unit is available for 1993 models.

Please see the responses to letters #21104 (98-02 cars) and 21131 (93-97 cars), both in the Technical Bulletin.

SM

1. #21363 (Club Racing Board) SM Front Subframe Reinforcement

The CRB provides this information for the benefit of the SM community. To improve the reliability of the SM subframe (K member), Mazda is creating a reinforcement plate for the subframe. Upon availability, the part number and implementation date will be provided to the SM community.

No Action Required

AS

1. #21160 (Ted Warning) Cancel TB 17 -01 ASedan Weight Reductions

Thank you for your feedback.

FA

1. #21234 (Fred Bross) Fire System

Thank you for your letter. It is the responsibility of the competitor to present a car that meets SCCA safety requirements.

FB

1. #21284 (Gary Slahor) FB Update - February 2017 Prelims

Thank you for your letter. The CRB appreciates your comments.

GCR

1. #21397 (Club Racing Board) 4.5.2. Photo ID

Thank you for your letter. The current rule calls for an SCCA photo ID, only. Most regions and most of our registration people have a way to issue a photo ID at the track, but this is not universal. It is up to the member to provide the photo (this is an identification head shot). Send it by mail to member services or email it to: membership@scca.com

GT2

1. #21152 (Brian Haupt) Tire Rule Change

Thank you for your letter. Tires are free in GT2. Advisory Note: GTA cars that are legal for GT2 are those classified as TA2 prepared to 2012 TA2 rules.

IT

1. #21301 (Scott Hargrove) Request Competition Approval for Electric 3 Wheeled Car

Thank you for your request. Please review the safety and construction requirements in the GCR, Section 9. After your car is built, you can apply for potential classification.

T1

1. #15893 (Club Racing Board) C7 Corvette Suspension Kit and Transmission Cooler Kit

Thank you for your letter. These items are legal for T1 Limited Prep.

2. #19198 (Touring Committee) Cadillac XLR

Thank you for your letter. This car is currently classified in T1.

3. #21278 (Darin Ellis) Unrestricted Battery Placement

Thank you for your letter. T1 batteries are free and may be mounted anywhere.

4. #21279 (Darin Ellis) Battery Placement

Thank you for your letter. T1 batteries are free and may be mounted anywhere.

T2

1. #21236 (Ron Randolph) Power Steering Pump

Thank you for your letter. Per 9.1.9.2.1.i.4, any power steering cooler(s) is permitted.

T2-T4

1. #21253 (David Mead) Clarify Sunroof Replacement

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

Not Recommended

F500

1. #21415 (Eric McRee) Request for Competition Adjustment on 4-cycle Engines

Thank you for your letter. The CRB does not recommend this change but will continue to monitor performance of the different engine packages in F5.

2. #21416 (Eric McRee) Request for Competition Adjustment on 2-Cycle Engines

Thank you for your letter.

FA

1. #20545 (Jay Novak) Restrictor Size for Mazda 2.3 L Engine in FA

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

2. #21413 (Randall Smart) Dallara Formule Masters Classification

Thank you for your letter and interest in running cars in SCCA Club Racing. Unfortunately the

Dallara Formula Masters car is not suitable for the FA class. It may be run in the regional only FS class. Please work with the National Office to qualify the car for the FS class.

FE

1. #21297 (Cameron Conover) Please Strike Rule 9.1.1.14.e Telemetry Prohibition
Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class.

FF

1. #21275 (Bill Manofsky) How to Revive Formula Ford
Thank you for your letter. The CRB does not recommend these changes.

P1

1. #21354 (Jim Locke) Elan DP02 Competitive Adjustment
Thank you for your letter. The CRB does not recommend this change.

GCR

1. #21293 (Rick Haynes) Cage Exception for Production Based Cars
Thank you for your letter.

2. #21298 (Cameron Conover) Please Strike ESR Rule 9.1.8.14.e Telemetry Prohibition
Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class.

GT1

1. #20562 (Thomas Best) Engine Specification Change Request for AMC Cars in GT1
Thank you for your letter. The Mopar R5P7 is the current engine that is allowed in GT1.

GT2

1. #21281 (Amir Haleem) Turbo Engines in GT2/ST - Follow Up To #21033
Thank you for your letter. Please submit a specific request. Turbochargers are being considered for GT.

GT3

1. #21280 (Michael Heintzman) Comment on Letter #20720
Thank you for your question. The CRB will monitor performance in the class and may consider engine sizes close to 1800 cc on a case by case basis.

ITA

1. #18688 (Charles Tanck) Reduction of Weight for Dodge Neon ACR
Thank you for your letter. The CRB does not recommend this change at this time.

ST

1. #21339 (Austin Hilliard) Opening in Headlight Panel vs. Opening in Driving Light Panel
Thank you for your letter. The change in 2010 to allow alternate headlights and/or covers (Letter #3316, January 2011 Fastrack Minutes) was intended solely to allow lower-cost replacements to expensive OEM headlight assemblies. It was never intended to allow for

additional ducting of air and the CRB does not wish to change that at this time.

STL

1. #20282 (Adam Jabaay) Consider Allowing Japanese Right Hand Drive Acura Integra
Thank you for your request. Right hand drive cars were not sold in the U. S. and therefore, they are not compliant in ST.

STU

1. #20372 (Eric Thompson) Knuckle, Hub, Bearing, CV Failure
Thank you for your letter. The CRB does not recommend these changes.

2. #21164 (Paul Stephan) Possible Allowance for Permanent Steel Fender Flares
Thank you for your letter. Add-on fender flares are not within the philosophy of ST. The CRB does not wish to change that at this time.

3. #21165 (Brad McCall) Eliminate Fuel Specs from STU
Thank you for your letter. Allowed fuels and fuel testing procedures are governed by GCR 9.3.25, not by the Super Touring Category Specifications. The CRB does not wish to change 9.3.25 or ST at this time.

4. #21334 (Juan Catala) Dashboard Replacement
Thank you for your letter. Super Touring regulations explicitly require "Stock dash/instrument panel cover (dash pad) must be used." The CRB does not wish to change that at this time.

T1

1. #15948 (David Stchur) Update to Corvette T1 Submission from GM
Thank you for your letter. These parts are legal in T1 Full Prep. They do not fit in T1 Limited Prep.

2. #16254 (David Stchur) T1 Open C7 Corvette Request
Thank you for your letter. These parts are legal in T1 Full Prep. They do not fit in T1 Limited Prep.

3. #17322 (Derek Zalewski) C7 Corvette Re-Submittal for T1-LP Class
Thank you for your letter. This kit is legal in T1 Full Prep. It does not fit in T1 Limited Prep.

4. #19838 (David Mead) Add Ford Racing 5.0 Aluminator XS Crate Engine to Mustang/Tbird
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

5. #20157 (Dave Janse) Dodge Viper ACR Classification
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

6. #20710 (Scotty B White) Adjustment Based Solely on Runoffs?
Thank you for your letter. Changes have been made in T1. The CRB will continue to monitor the class.

T2

1. #21237 (Ron Randolph) Headlight Removal T-2 Porsche Cayman

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

2. #21291 (James Rogerson) Rain Tire Sizes

Thank you for your letter. The CRB does not recommend this change at this time. Other competitors have determined ways to mount 275 tires on wheels that fit the car.

3. #21314 (Lothar Kremer) Change Porsche Cayman S Weight

Thank you for your letter. This is not recommended at this time. The CRB will continue to monitor the class and recent changes.

4. #21347 (Richard Kulach) Part Number Correction Nissan 370Z

Thank you for your letter. Both part numbers are legal in T2.

5. #21357 (Paul Gauzens) Member Input RE: Letter #21108 SMG Rules for 2017

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

T2-T4

1. #21272 (Darren Seltzer) Increase Camber Allowance to Reduce Tire Costs Due to Degradation

Thank you for your letter. The CRB conducted research in 2015 to standardize a camber limit that all Touring cars could achieve. The limits were set, and the CRB does not recommend changing these limits beyond the current rule, as some cars would not be able to take advantage without additional allowed parts and expense.

2. #21327 (Richard Kulach) Rule Update for T2 370Z and T3 350/ 370Z

Thank you for your letter. Please submit specific changes and part numbers so that the CRB can update the specification lines to reflect current information from Nissan.

T3

1. #20995 (Mike James) Cage Specifications

Thank you for your letter. All roll cages must meet the requirements outlined in Section 9 of the GCR.

2. #21340 (Todd Lamb) Re-Classify GMX-5/SPB

Thank you for your letter. The CRB will continue to monitor the class and does not have plans to make this change at this time.

T4

1. #21198 (Darren Seltzer) Limit or Reduce Fuel Octane Allowable to Help Limit Costs

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

2. #21261 (Kevin Koelemeyer) RX8 in T4 and MX-5 in T3

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

3. #21262 (Kevin Koelemeyer) FRS / BRZ

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

4. #21263 (Kevin Koelemeyer) MX5, FR-S, RX-8

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

Recommended Items for 2018

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.

SRF

1. #21358 (Todd Butler) SRF to SRF3

Per agreement between SCCA Enterprises, SCCA Enterprises BoD, SCCA Inc BoD representatives, and CRB, change 9.1.8.2.A.:

9.1.8. Spec Racer Ford (SRF) Specification

2. SPEC RACER FORD 3 (Parallel Class with SRF for 2015-2017)

A. SRF3 DEFINITION It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships. ~~At some point, the SRF (1.9 powered cars) may become a regional only GCR class.~~ *Effective 1/1/2018 the SRF (1.9L) will become a regional only GCR class but may enter SCCA Majors and Runoffs races as a SRF3 in full compliance with the SRF (1.9L) rule set.*

During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:

- Top 5 SRF/Top 3 SRF3 for 2015
- Top 5 SRF/Top 5 SRF3 for 2016
- Top 3 SRF/Top 5 SRF3 for 2017.

There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs Cars must be converted per "SCCA Enterprises Conversion Manual" and it shall be used a reference standard for converted cars. SRF3 cars must comply with all current SRF rules and regulations in 9.1.8.C.1. except as follows

GCR

1. #21257 (Greg Amy) GCR 9.3.18 and RM 16-08

Thank you for your letter. Add to 9.3.18.E.1.: *SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.*

STL

1. #20249 (Stephen Blethen) Allow All ITS Cars to Run in STL

Thank you for your letter.

Edit STL Table B:

ITS, ITA, ITB, or ITC vehicles ~~with a reciprocating piston engine of 2.0L or less engine displacement, 1985+~~

Taken Care Of

B-Spec

1. #20942 (John Welch) Allow K&N Air Filter System for the Mazda 2

Thank you for your request. Please see the response to letter #21191, Technical Bulletin.

F500

1. #19643 (Mark Yakich) 2017 Published F5 Rules

Thank you for your letter. Please see the response to letter #21442, Technical Bulletin, and also letter #20704, January Fastrack Minutes.

2. #19728 (H Cory McLeod) Proposed F500 Rule Changes - Correct Errors

Thank you for your letter. Please see the response to letter #21442 Technical Bulletin.

3. #21087 (Wiley McMahan) Letter #19530: Change 9.1.1.D.9

Thank you for your letter. Revised bodywork rules for F5 have been published in the January 2017 GCR. Additional rule changes can be found in letter #20704 (revised wording), Technical Bulletin.

FA

1. #21455 (Randall Smart) FIA Homologation Certification for the Dallara F007 Chassis

Thank you for your letter. Please see the response to your other letter #21413.

P2

1. #20837 (Armen Megregian) RE: Letter # 20387

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

2. #20898 (Eric McCoy) Honda K20 Engine 4 Cylinder 2000cc Approved Engine Spec Line E

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

3. #20962 (Armen Megregian) Reference Letters 20387 and 20837

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

4. #21370 (Bill Wise) Zetec Engine Inclusion in P2

Thank you for your letter. Please see the response to letter #20387, Technical Bulletin, where engine changes are being made to the P2 Engine Table., Spec Line E.

5. #21391 (Jeff Shafer) P2 Engine Table B.5

Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

6. #21393 (Stan Clayton) Request Alternate Weight/Restrictor for P2 Spec Line B.5. Cars
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

7. #21404 (Tim Day, Jr.) Change to Spec line B.5. (1355cc) Minimum Weight of 1210 lbs.
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

8. #21409 (Jason Hohmann) Safety Concern to Weight Rule Effective 4/1/17
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

9. #21411 (Richard Cottrill) Weight Increase
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

GCR

1. #21273 (Matt Slavens) Spec E46 Rules Update
Thank you for your letter. Please see the response to letter #21258, Technical Bulletin.

GT2

1. #21157 (Jack Lewis) Porsche 997.2 Eligibility
Thank you for your letter. Please see response to letter #20645, Technical Bulletin.

HP

1. #21162 (Gordon Jones) Competition Adjustment
Thank you for your letter. Please see the response to letter #20229, January 2017 Fastrack
Technical Bulletin.

Prod

1. #21259 (Mike Ogren) Valve Stem Size Spec Please
Thank you for your letter. Please see the response to letter #20229, January 2017 Fastrack
Technical Bulletin.

STL

1. #20265 (Owen Schefer) RX8 STL Considerations
Thank you for your letter. Please see the response to letter #20249.

2. #21359 (Alan Cross) Mazda RX-8 Competition Adjustment
Thank you for your letter. Please see the response to letter #21303, Technical Bulletin.

T1

1. #19259 (Michael Pettiford) C6 Corvette Adjustments
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

2. #19449 (Michael Pettiford) Corvette Adjustments
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

3. #19549 (Robert Korzen) Level of Class Competition Being Equal
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

4. #19551 (Michael Pettiford) 4th Letter With No Response
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

5. #19676 (Dave Janse) Further Adjustments to T1 Rules
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

6. #20844 (Joe Aquilante) Parity in T1
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

7. #20902 (David Mead) Ford Mustang/Cobra Jet Engine: Allow 65mm TB/No Restriction
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

8. #21145 (CJ Moses) T1-LP 03-06 Viper Weight and Restrictors
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

T2

1. #18966 (Derek Zalewski) Re-Submittal - T2 Class Submission 2016 Cadillac ATS-V
Thank you for your letter. Please see the response to letter #18666, Technical Bulletin.

2. #21283 (Darrell Anderson) Lack of HP - Mustang
Thank you for your letter. Recent changes have been made to T2 for 2017. The CRB will continue to monitor the class and these changes.

3. #21402 (Derek Kulach) Crank Pulley
Thank you for your letter. Please see the response to letter #21401, Technical Bulletin.

T2-T4

1. #21206 (Dan Wiegandt) Adjustable Shocks
Thank you for your letter. Please see the response to letter #20561, January 2017 Fastrack Technical Bulletin.

2. #21305 (David Mead) Allow 2016+ Miata Hardtop
Thank you for your letter. The current GCR (with changes from December 2016) allows for alternate hardtops in both specification lines for 2016 Miatas.

T3

1. #20465 (Carl Coscia) T3 Weight Limit for E36 M3
Thank you for your letter. Please see the response to letter #20443, Technical Bulletin.

T4

1. #21155 (Felix Borodaty) T-4 Shock Feedback
Thank you for your letter. Please see the response to letter #20561, February 2017 Fastrack Technical Bulletin.

2. #21156 (Mark Nichols) Mazda Miata 2006-2015 Hard Top Options
Thank you for your letter. Please see the response to letter #21113, January 2017 Technical Bulletin.

3. #21349 (Oscar Jackson) 2017 Toyota 86/Subaru BRZ Classification

Thank you for your letter. Please see the response to letter #20514, Technical Bulletin.

What Do You Think

T1

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP

The Touring Advisory Committee has been asked to consider allowing engine swaps in T1-LP. Some of the engines used are becoming difficult to obtain. Please write in with your thoughts on allowing this for 2018 through crbscca.com.

RESUMES

1. #21054 (Steve Strickland) Willing to Serve on the Improved Touring Committee

Thank you for your resume. Steve Strickland has been added to the Improved Touring Advisory Committee.

2. #21170 (Joe Harlan) Resume for GTAC

Thank you for your interest in joining the GTAC. At the moment, all needed positions are filled but the CRB keep your resume on file.

3. #21274 (Gerald Di Piero) Data Tech Resume

Thank you for your resume. SCCA staff will be contacting you.

4. #21367 (Mike W. Ogren) Prod Board Resume

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

TECH BULLETIN

DATE: February 20, 2017

NUMBER: TB 17-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2017 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 February 20.

American Sedan

AS

1. #21104 (alan lesher) Cold Air Intake for Limited Prep. Gen. 4 Camaro & Firebird
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, make the following changes:
"Max. wheel size: 17 x 9. 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. ~~SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. SLP cold air intake (SLP part number 21046 (98-00) and 21047 (00-02)) is permitted.~~ *Any commercially available cold air intake, including SLP, that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake.* All other 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."

2. #21131 (Lothar Kremer) 1993-1997 Camaro/Firebird SLP Cold - Air Intake
In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder, add the following language to the notes:
"Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake."

3. #21322 (kevin fandozzi) AS Restricted Prep Rear Axle End Play
In GCR section 9.1.6.D.3.c.2., add the following new sections:

"g. C-clip eliminators are permitted."

"h. For any rear axle assembly, welding of the rear axle tubes is permitted."

B-Spec

1. #20941 (John Welch) Allow Corksport Rear Bar for Mazda 2

In B-SPEC, Chevrolet Sonic (2012), add the following language to the notes:

"Allow rear sway bar ZZ Performance #ZZ-SNCRSB."

In B-SPEC, Ford Fiesta (4-dr) (11-12), add the following language to the notes:

"Allow rear torque bar Corksport #Mz2-3-070."

In B SPEC, Honda Fit (09-12), add the following language to the notes:

"Allow rear sway bar Progress # 62.1061."

In B-SPEC, Honda Fit (2015-), add the following language to the notes:

"Allow rear sway bar Progress 62.1063."

In B-SPEC, Kia Rio 5-door/LX (12-14), add the following language to the notes:

"Allow rear torque bar Evilla Motorsports #KR-B1."

In B-SPEC, Mazda 2 (11-14), add the following language to the notes:

"Allow rear torque bar Corksport #Mz2-3-070."

In B-SPEC, Mini Cooper (07-10), add the following language to the notes:

"Allow rear sway bar Progress #62.0210."

In B-SPEC, Mini Cooper (2011-), add the following language to the notes:

"Allow rear sway bar Progress #62.0210."

2. #21187 (B-Spec Committee) Change Camber Rule

In GCR section 9.1.10.E.35., make the following changes:

"Maximum ~~2.5~~ **3.0** degrees negative chamber is allowed on front and rear suspensions.

Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, *slotted strut mounting holes at the spindle*, and/or by use of slotted *camber only* adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. *Modifications to the strut tower may be made to allow for camber adjustment only.* On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts)."

3. #21188 (B-Spec Committee) Front sway bar

In GCR section 9.1.10.E.36., make the following changes:

"Suspension: competitors must use the OEM suspension or the upgraded manufactures suspension kit ~~in its entirety~~, with no modifications. *Any spring up to a maximum spring rate of 500 pounds may be used with the upgraded manufactures suspension kit.* Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar end links may be used on all cars. *Front sway bars may be disconnected.* If a manufacture does not offer an upgrade ~~shock and spring~~ kit, a competitor may submit a shock and spring package for approval by the CRB. At the time of approval, that kit will become the standard for that make and model until the manufacture submits a factory supported kit."

4. #21191 (B-Spec Committee) Speed the class up

In GCR section 9.1.10.E.27., add the following new section:

"D. A vehicle may delete the catalytic converter if it is listed in the spec line."

In B SPEC, make the following changes to the notes:

Chevrolet Sonic (2012):

~~"33~~ **36** mm flat plate restrictor required. GM suspension kit #23123679 permitted."

Ford Fiesta (4-dr) (11-12):

~~"36mm flat plate restrictor required.~~ Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. *Cold air intake K&N 69-3530TS is allowed.*"

Honda Fit (09-12):

~~"35mm flat plate restrictor required.~~ Damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring FR (325) 51401F23SA100, Spring RR (350) 52441F23SA300, Helper spring 52442FC4YA000, Spring spacer 52443FC4YA000, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed."

Honda Fit (2015-):

~~"34~~ *34*mm flat plate restrictor required. Damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 51402FC4YA00, Spring spacer FR 51403FC4YA00, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80."

Kia Reo 5-door/LX (2012-2014):

~~"37~~ *40* mm flat plate restrictor required. AKSJ03-10-001 Damper Frt Assembly; KSJ03-10-002 Spring _Eibach 0600.0225.500; KSJ03-10-003 Spring Spacer ; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-002 Rear Spring Eibach 0600.0250.500; KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20-005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension"

Mazda 2 (11-14):

"Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-04-9350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 0000-04-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Mazda reflash part #0000-10-2001 allowed. *Cold air intake Corksport Mz2-6-117-31100 or Mz2-6-117-33100 is allowed. Exhaust Header Kit (cat delete) HP-M2/15 is allowed.*"

Mini Cooper (07-10):

~~"34mm flat plate restrictor required.~~ L/F Strutspring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed."

Mini Cooper (2011-):

~~"34mm flat plate restrictor required.~~ L/F Strutspring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed."

Toyota Yaris (07-12):

"PTR04-52061 TRD Sport shocks permitted. PTR11-52070 TRD spring kit permitted. Speed sensor may be disconnected. *Cold air intake K&N 69-8612TFK is allowed. Allow Bilstein kit*

47-237834.”

Formula/Sports Racing

FF

1. #19705 (Bob Clark) 1600cc Kent Push Rods

In GCR section 9.1.1.B.12.i., add the following language:

“Pushrods

Any pushrod made of a ferrous material may be used, provided that the minimum dimensions and weight are met.

Minimum stem diameter: 0.25”

Overall length: 7.64” Minimum

Minimum weight: 50 grams”

F500

1. #21146 (Brad Smith) F500 Spring Size Definition

In GCR section 9.1.1.D.3.C., make the following change:

“Blocks, bushings, and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies, and/or axles from vibration, shock, or track irregularities. The number of mounts shall not exceed one (1) per wheel and shall not exceed ~~one (1)~~ 1.0 inch in thickness in uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car. Installation will be evaluated on compliance with both the letter and the intent of this provision.”

2. #21442 (Formula/Sports Racing Committee) Corrections to Bodywork Rules

In GCR section 9.1.1.D.9.d., make the following changes:

~~“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.)”~~

“Along the outer edge of the required sidepods between the front and rear wheels, lateral protrusions of the bottom or floor of the sidepods are allowed, provided that they do not extend more than one inch 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.”

FA

1. #21056 (kris kaiser) 016 vs 014 008 and Ralt

In FA, Table 1., Line A, change the weight as follows:

~~4200~~ 1175

In FA, Table 1., Line B., remove the restrictor as follows:

~~31-SIR~~ n/a

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

Wheels: *Pro Star Mazda specified series wheels (F) 9 (R) 11* or (F) 10 (R) 14 Min. & 15 Max.

Weight: ~~See Table 4~~ **1275**

P1

1. #21326 (William Crowley) Input on P1 rules related to FIA CN class sport racing cars

In P1, P1 Engine Table, Line J, make the following change in the Req'd Restrictor column:

~~"None Required Effective 3/1/17: 30.5mm SIR"~~ ***with tube frame chassis; otherwise 30.5mm SIR effective 3/1/17"***

2. #21479 (Formula/Sports Racing Committee) Reinstate P1 Table 1, Spec Line D, and GCR Section 9.1.8.I

In P1, Table 1 (Spec Line Cars), reinstate Line D in its entirety as follows:

Table 1 (Spec Line Cars)							
Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (Unless otherwise noted restrictors are Flat Plate Intake Restrictors)
<i>D</i>	<i>Elan DP02</i>	<i>See 9.1.8.I</i>	<i>See 9.1.8.I</i>	<i>See 9.1.8.I</i>	<i>See 9.1.8.I</i>	<i>9.1.8.I Except transmission gear ratios and tires are unrestricted.</i>	<i>See 9.1.8.I</i>

In GCR Section 9.1.8.I., Elan Van Diemen DP02 Sports Racer Classed in P1, remove the first sentence of the section as follows:

~~“Effective 3/1/2017, This ruleset will be removed from the rule book.”~~

P2

1. #20211 (Michael Strasser) RENESIS 6 port- 4 port and change in P2 status

In P2 Engine Table, Line J, change the minimum weight as follows:

~~1400~~ **1350**

In P2 Engine Table, add a new Line K for Mazda Renesis engine as follows:

<i>K</i>	<i>Mazda Renesis</i>	<i>NA</i>	<i>NA</i>	<i>41.5mm Venturi</i>	<i>1350</i>	<i>6 port must block off top 2 ports and run as 4 port. Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.</i>	
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2. #20387 (Armen Megregian) Approved Engine List Addition

In P2 Engine Table, Line E, make the following changes:

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width 70in-78.74in width	Min Weight (lbs)	Notes
E	4 cycle 4 cyl auto based	2000	4	40-5		1300	Approved engines list: MZR/ Duratec, <i>Honda K20, Ford Zetec</i> , Pinto. For Pinto see line E, note 2 below.
				42mm		1350	

3. #20716 (Armen Megregian) Input to Letter # 20548

In P2 Engine Table, Line J, make the following changes:

Minimum weight: ~~1400~~ **1350**

Notes: “Non-peripheral, non-bridge port Engines are allowed only one single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50mm carburetor. No fuel injection is allowed.-
~~Formula Mazda Specs only.~~”

4. #21428 (Formula/Sports Racing Committee) Change P2 Engine Table Line B.5 to 1160lb. min./37.5mm restrictor

In P2 Engine Table, Line B.5, make the following changes:

~~“Effective 4/1/2017 38.5mm~~ **37.5mm”**

GCR

1. #21081 (Jim Wheeler) Pro Path to Runoffs

In GCR section 3.7.4.A.1.a., add the following language:

“Drivers in the following classes may replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA.”

GT1- TA

GT2- TA2 or TA3

T1 - TA3 or TA4

T2 - TA4

FA - F4

This replaces participation but not the Majors starts requirement.”

2. #21151 (SCCA Staff) Add definition of Enduro to the GCR

In GCR section 3.1.2., add the following language:

“3.1.2. Regional *and Endurance* Races”

After GCR section 3.1.2.C., add a new section D. as follows:

“D. An endurance race is a single race that may allow multiple drivers in the same car.”

3. #21361 (Club Racing Board) Modifications to Appendix G. (Measurement Standards)

In Appendix G., section 2.5., add the following language:

“5. Valve size is absolute maximum *+ .1 mm.*”

In Appendix G., section 2.10., add the following language:

“10. Engine stroke length is absolute maximum *+ .1mm.*”

4. #21491 (SCCA Staff) B-Spec Cage Exceptions

Effective immediately, in GCR section 9.4.C.1.c., add B-Spec as follows:

“All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, ~~and~~ Spec Miata, *and B-Spec* classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in T4, Improved Touring, and Spec Miata classes also have the front hoop brace.”

Effective immediately, in GCR section 9.4.C.2., add B-Spec as follows:

“One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec*. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.”

Effective immediately, in GCR section 9.4.C.3., add B-Spec as follows:

“Cars competing in Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec* may extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel.”

Effective immediately, in GCR section 9.4.D., add B-Spec as follows:

“Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3 below). NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec* the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating

mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity. The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.”

Grand Touring

GT1

1. #21254 (Jim Derhaag) Huge Problem in GT1

In GT1-ST, Porsche 991 GT3-R (2016), make the following changes:

Weight: ~~2689~~ **2899**

Restrictor: **(2) 35 mm**

Notes: **“ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.”**

2. #21344 (Club Racing Board) Remove Cylinder Head Penalties

In GCR section 9.1.2.E.1.b.1., remove the following language:

~~“Note: Ford engines without inline valves (meaning the valves are splayed or canted) shall add 60 lbs.~~

~~Note: GM engines using the SB-2 head shall add 60 lbs.~~

~~Note: GM V6 engines without inline valves (meaning the valves are splayed or canted) shall add 45 lbs.”~~

GT2

1. #20645 (Kenneth Billimack) Re-Class 991 GT3 Cup to GT2

In GT2, Cars-PORSCHE, classify the Porsche 997.2 GT3 Cup (10-14) as follows:

GT2 Cars - PORSCHE					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
997.2 GT3 Cup	(10-14)	2dr	RWD	92.7	3.8L flat six. 3000lbs. w/70mm Throttle Body Restrictor (TBR).

GT3

1. #21255 (Artemio Vargas) 2017 Mitsubishi Lancer Homologation

In GT3, classify the 2017 Mitsubishi Lancer as follows:

GT3 Cars - MITSUBISHI / EAGLE					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Lancer	2017	4dr	FWD	102.4	Body work must conform to all GT3 specs.

GTA

1. #21130 (Butch Kummer) Updating Wheel & Tires Specs

In GCR section 9.1.2.G.VII.B. add the following language:

“All four tires on the car at any time must be the same model number. Tires will be specified by manufacturer and part number. Allowed Tires:

Hoosier 3035

Hoosier F45 effective 1/1/2017

Hoosier 3045

Race Tires America American Racer EC-84

Race Tires America American Racer SC5200 effective 1/1/2017

McCreary Speed Star effective 1/1/2017

Goodyear D2902"

Improved Touring

None.

Production

1. #21125 (Ted Russell) Spec Line Correction: Track Width

In EP, Fiat 124 Sport Spider 1600 & 124 Spider 2000, change the track as follows:

~~4440/1407 (56.7/55.4)~~ **57.2 / 56.0**

2. #21126 (Ted Russell) Spec line for Carb. No. & Type

In EP, Fiat 124 Spider 1600 & 124 Spider 2000 allow the following as an alternate carb. setup:

(2) Weber 45DCOE w/ 34 mm choke(s) on I.R. manifold.

3. #21333 (Peter Lombardo) Classify 87-89 Alfa Romeo Milano 3.0L in EP (Current ITS Car)

In EP, classify the 87-89 Alfa Romeo Milano 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.)
Alfa Romeo Milano (1987-1989)	2	2600 * 2665 ** 2730	6 Cyl. SOHC	93mm x72.6mm	2959cc	Alum	Alum	(I) 44mm (E) 38.7mm	Fuel Injection Throttle Bore 75mm	98.82"	58.4"/58.0"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Alfa Romeo Milano (1987-1989)	15x7	5	(F) 267mm x20mm vented (R) 249mm x8mm solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500"

4. #21424 (Production Committee) Error in response to letter 21162

In HP, BMW 1600 (68-71), make the following changes:

Weight: ~~1950~~ **1900** * ~~1999~~ **1948** ** ~~2048~~ **1995**

Notes: "Compression ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from 2002 is permitted. (2) 40 DCOE sidedraft carbs w/ 32mm choke(s) permitted @ ~~2050~~ **2000** * ~~2102~~ **2050** ** ~~2153~~ **2100**. Alternate differential from 75-83 e21 allowed."

5. #21324 (Mark Brakke) Help the Mazda 2

In HP, Mazda 2 (07-11), change the weight as follows:

~~1970~~ **1920**, ~~2019~~ **1968**, ~~2069~~ **2016**

Spec Miata

1. #21362 (Club Racing Board) Mazda Part Number for Competition Front Hubs

In GCR section 9.1.7.C.3., add a new section r. as follows:

“r. Effective 3/1/2017, Mazda part number 0000045HUB-ST permitted.”

Super Touring

STL

1. #21230 (Ian Stewart) Clarification on K20

In STL, Honda K20, add Acura to the spec line as follows:

Honda/*Acura* K20

2. #21252 (Blake Meredith) Allowed Engines

In STL, Table B, classify the Honda JDM engines as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda JDM ZC, D16A8, D16A9</i>	<i>1590</i>	<i>Chart</i>	<i>Must meet all STL engine regulations.</i>

3. #21303 (Owen Schefer) Renesis Restrictor/Weights

In STL, Table B, Mazda Renesis, change the weight as follows:

~~2870~~ *2800*

STU

1. #20891 (david mead) Allow Use of C30 Rotrex S/C on Mazda 1600 Engine

In STU, Table B, add the following spec line:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda B6 Engine</i>	<i>1597</i>	<i>2400</i>	<i>Jackson Supercharger kit #1000-03-900 allowed, 90mm/6-rib supercharger pulley diameter, 152mm/6-rib crankshaft pulley diameter.</i>

Touring

T1

1. #17230 (Chris Edens) Mazdaspeed Miata

Recommended changes:

In T1, Mazda MX-5 Miata MazdaSpeed, max displacement 1800, change the weight as follows:

~~2400~~ *2250*

2. #20389 (RYAN SAARI) PLEASE CLASS MY CAR

In T1-LP, classify the BMW M4 (2015-) as follows:

T1 - LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
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<i>BMW M4 (2015-)</i>	<i>89.6 x 84 2979cc</i>	<i>2812</i>	<i>(F) 20 x 11 (R) 20 x 11</i>	<i>315</i>	<i>4.11, 2.32, 1.54, 1.18, 1.0, .85</i>	<i>3.46</i>	<i>(F) 381 Vented Disc (R) 371 Solid Disc</i>	<i>3400</i>	<i>(2) 32mm turbo inlet restrictors required.</i>
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3. #20866 (Craig Anderson) GCR Correction OEM LS6 and Request Change OEM LS2 Corvette

In T1, Chevrolet Corvette Cadillac XLR (04-09), make the following changes:

Max. Displacement: 5665 OEM

Engine notes:

"OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. *75mm OEM throttle body required.*"

4. #20888 (Touring Committee) Correct Engine Size for 06-12 C6 ZO6 Corvette Limited Prep

In T1-LP, Chevrolet Corvette Z06 (06-12), make the following changes:

Bore x Stroke / Disp. (cc): ~~103.26 X 92; 6162~~ *104.8 X 101.6; 7008*

Add to the notes: *70 mm Flat Plate Restrictor required.*

5. #20949 (James Rogerson) Include Lotus Exige 360 Cup R

In T1, classify Lotus Exige 360 Cup R as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Lotus Exige 360 Cup R</i>	<i>3500</i>	<i>2700</i>		<i>Must run Exige 360 Cup spec supercharger pulleys.</i>	

6. #21173 (Andy Vrenko) Classify the Shelby FP350S

In T1, Ford Mustang / Thunderbird, add the 5200 engine as follows:

Max Displacement: *5200 Shelby FP350S sealed engine, M-6007-M52R*

Min Weight: *3525 lbs*

Required Restrictor: *65mm flat plate*

7. #21215 (david mead) Restoration of Rotrex S/C on S2000 Honda Spec Line

In T1, Honda S2000, add the following language to the engine notes:

"Rotrex 38-81 supercharger permitted."

8. #21348 (Club Racing Board) T1 Competition Adjustments

In T1, BMW M3 E92 (08-13), change the weight as follows:

~~3250~~ *3300*

In T1, Corvette 6162 OEM, change the restrictor as follows:

~~65 mm~~ *60 mm*

In T1, Dodge Viper ACR/ACR-X, 8300 OEM, make the following changes:

~~52 mm~~ *47 mm*; ~~3475~~ *3500*

In T1-LP, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), add the following language to the notes:

LS3 engine, 75 mm Flat Plate Restrictor required.

In T1-LP, Corvette C7, make the following changes to the notes:

"May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319)

permitted. GM suspension kit, **Part # 23336064 allowed** ~~Part number TBD~~ GM Transmission-Cooler kit, ~~Part # TBD.~~ **Grille, part # 22790956 allowed. 70 mm Flat Plate Restrictor required. Z06/Grand Sport fenders, quarter panels, and rocker trim allowed."**

In T1-LP, Viper (03-06), change the restrictor as follows:

~~45 mm~~ **52 mm**

In T1-LP, Viper (08-10), change the restrictor as follows:

~~37 mm~~ **45 mm**

T2

1. #18666 (Derek Zalewski) Initial T2 Class Submission - 2016 Cadillac ATS-V

In T2, classify the Cadillac ATS-V (16-17) 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>Cadillac ATS-V Coupe/Sedan (16-17)</i>	<i>94 x 85.6 3564</i>	<i>2775</i>	<i>18</i>	<i>275</i>	<i>3.01/4.56, 2.07/2.97, 1.43/2.08, 1.00/1.69, .84/1.27, .57/1.00 /.845 /.652</i>	<i>3.73/ 2.85</i>	<i>(F) 370 (R) 339</i>	<i>3600</i>	<i>(2) 33mm turbo inlet restrictors required. Automatic Transmission allowed.</i>

2. #19693 (carl fung) BMW M235i Allowance

In T2, classify the BMW M235i 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>BMW M235i (16-)</i>	<i>84 x 89.6 2979</i>	<i>2691</i>	<i>18 x 10</i>	<i>275</i>	<i>4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.90, 0.67</i>	<i>3.08</i>	<i>(F) 370 (R) 324</i>	<i>3400</i>	<i>1030 lb/ in springs allowed. 2016 BMW M235i Cup Spec Wing allowed.</i>

3. #20811 (Derek Zalewski) Initial T2 Submission for the 2017 Chevrolet Camaro SS 1LE

In T2, Chevrolet Camaro (2016-), make the following changes:

Model: Chevrolet Camaro, **1LE** (2016-)

Notes: Brake kit part numbers: 84004136, 23301611, 19352519, 19180514; **allowed. Brake kit part #23245471** allowed at +100 lbs. 60mm flatplate restrictor required. Springs up to 800#/in front and rear permitted. ~~1LE swaybar kit (part number TBD)~~, **part #84242386** permitted.

4. #20859 (carl fung) List Automatic Transmission Gears for GS C6 and Base C6 Corvette

In T1, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13), make the following changes:

Model: Chevrolet Corvette C6 Coupe (~~05-10~~) /Grand Sport (~~10-13~~) (**05-13**)

Gear ratios: **Auto trans only: 4.03, 2.36, 1.53, 1.15, .85, .67**

Final drive: **Auto trans only 2.56 or 2.73**

5. #21401 (Derek Kulach) Flywheel Weight

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

“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. Aftermarket flywheel permitted at minimum ~~18lbs~~ **14lbs**. 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. **Stillen part #400338 permitted.**”

T2-T4

1. #21286 (david mead) Add 2017 MX5 and 2017 MX5 RF to Appropriate T4 and T3 Spec Lines

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

Mazda MX-5 Miata (2016-)

Add to the notes: **Retractable hardtop option permitted but must be disabled from moving action and positively fastened.**

In T4, Mazda MX-5 Miata/Club (2016), make the following changes:

Year: Mazda MX-5 Miata/Club (2016-)

Add to the notes: **Retractable hardtop option permitted but must be disabled from moving action and positively fastened.**

T3

1. #18199 (Toby Grahovec) Allow BMW 228i in T4

In T3, classify the BMW 228i (14-17) 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:
BMW 228i (14-17)	82 x 94.6 1998	2960	18 x 8.5	245	4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.84, 0.67	3.08	(F) 340 (R) 345	3200	32mm TIR required.

2. #18241 (Touring Committee) Classify T4 - 2016 Mini Cooper

In T3, classify the Mini Cooper S (16-) 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:
Mini Cooper S (16-)	82 x 94.6 1998	2429	17 x 8	225	3.92, 2.14, 1.39, 1.09, .89, .76	3.59	(F) 316x22 (R) 280x10	2900	32mm TIR required.

3. #18243 (Touring Committee) Classify T3 - 2016 Ford Focus RS

T3 classify 2016 Ford Focus RS:

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>Ford Focus RS (16-)</i>	<i>87.5 x 94 2261</i>	<i>2647</i>	<i>19 x 8</i>	<i>245</i>	<i>3.23 1.95 1.32 1.13 1.03 0.94</i>	<i>4.06</i>	<i>(F) 350 (R) 303</i>	<i>3300</i>	<i>35mm TIR required.</i>

4. #18473 (Derek Zalewski) Initial T3 Class Submission - 2016 Chevrolet Camaro

In T3, classify the Chevrolet Camaro (2016) 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>Chevrolet Camaro (16-)</i>	<i>95.1 x 85.8 3649</i>	<i>2811</i>	<i>20 x 10</i>	<i>275</i>	<i>4.40, 2.59, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F)321 (R)315</i>	<i>3550</i>	<i>2016 Camaro Lowering kit - GM part# 84004131 Brembo Performance front brake package, GM part# 23245470 Lower control arm brake deflector kit, GM part# 23508024 Fuel Tank retrofit kit, GM part #s: 23421808, 23377983, 23483014, 11547629 Track cooling package, GM part# RPO Y4Q Accessory grille, GM part# 84010106 Front fascia extension, GM part# 23301618 55mm restrictor required</i>

5. #18609 (Greg Vandersluis) Classify 2015-Present Ford Mustang Ecoboost

In T3, classify the Ford Mustang Ecoboost (2015-) 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)		Notes:
<i>Ford Mustang EcoBoost (2015-)</i>	<i>87 x 94 2300</i>	<i>2720</i>	<i>(F) 20x10 (R) 20x10</i>	<i>275</i>	<i>4.24, 2.54, 1.67, 1.24, 1.00, 0.70 or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69</i>	<i>3.31 or 3.55 w/ auto</i>	<i>(F) 320 (R) 320</i>	<i>3475</i>	<i>36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters)</i>

6. #18610 (Greg Vandersluis) Classify 2015-Present Ford Mustang V6

In T3, classify Ford Mustang V6 (2015-) 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>Ford Mustang V6 (2015-)</i>	<i>95.5 x 86.6 3727</i>	<i>2720</i>	<i>(F) 20x10 (R) 20x10</i>	<i>275</i>	<i>4.24, 2.54, 1.67, 1.24, 1.00, 0.70 or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69</i>	<i>3.31 or 3.55 w/ auto</i>	<i>(F) 320 (R) 320</i>	<i>3475</i>	<i>36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters)</i>

7. #20443 (Eric Heinrich) Re-Classify 1996-2000 BMW E36M3 3.2L in T3
In T3, classify the BMW E36 M3 (96-00) 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>BMW E36 M3 (96-00)</i>	<i>84 x 84 2793</i>	<i>2700</i>	<i>(F) 18 x 8.5 (R) 18 x 8.5</i>	<i>245</i>	<i>4.2, 2.49, 1.66, 1.25, 1.0</i>	<i>3.38</i>	<i>(F) 325 (R) 228.6</i>	<i>3100</i>	<i>Up to 850 lb. springs.</i>

8. #20839 (Derek Zalewski) Initial T3 Submission for the 2017 Chevrolet Camaro V6 1LE
In T3, classify the Chevrolet Camaro V6 1LE (2016-) 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>Chevrolet Camaro V6 1LE (17-)</i>	<i>95.1 x 85.8 3649</i>	<i>2811</i>	<i>18 x 10</i>	<i>275</i>	<i>4.40, 2.60, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F) 321 x 30 Vented Disc (R) 315 x 23 Vented Disc</i>	<i>3550</i>	<i>50mm restrictor required.</i>

9. #21258 (Ali Salih) Please update SpecE46 rules on Appendix N

In Appendix N., section 5.7., add the following language:

"The roll cage must be of the standard six point design, or a 6+2 design with an additional two bars and associated chassis attachment points added for foot protection, provided that the foot protection bars do not go through the front firewall. *Cars may utilize OEM type steering column and transmission tunnel attachment points to the dash bar if equipped. A driver seat mounting cradle integrated into the cage structure may attach to the chassis at the transmission tunnel at two points, each with a maximum mounting surface of 40 sq. in. Factory brackets 41118239493 and 41118233493 may be modified or removed but may not provide additional attachment points.* No additional tabs or attachment points are permitted."

In Appendix N., section 8., remove the following language:

"8. Graphics

1. ~~Spec number board must be displayed on both doors as close to the front as possible.~~

2. ~~10" tall car numbers must be displayed inside each number board and on the hood.~~

~~3. 4" tall car numbers must be displayed on the rear of the car.~~

~~4. Car numbers must be arial bold font.~~

5. **1.** Front fenders are reserved for sponsor and other required stickers.

6. **2.** The area above each wheel is reserved for the tire sponsor."

In Appendix N., section 13.4., add the following language:

"Motor and transmission mounts may be replaced **provided they are no more than 10mm shorter than stock.**"

In Appendix N., section 14.1., add the following language:

"Shocks must be MCS non-remote reservoir single-adjustable (1WNR). **OE bump stops in stock configuration may be used.**"

In Appendix N., section 14.4., make the following changes:

"Swaybars may be replaced provided they use stock mounting locations and either individual hole or sliding collar adjustment. Remote adjustable or ~~blade-type~~ **pivoting blade** bars are not permitted."

In Appendix N., section 14.12., add a new entry at the end of the section as follows:

"13. Rear lower control arm bushing may be replaced with BMW part number 33 32 6 775 551."

In Appendix N., section 15.6., make the following changes:

~~"6. Toyo RR or RA1 size 255/40/17 must be used.~~ **255/40-17 is the required tire.**

7. Toyo RA1 235/40-17 may be used instead of the RR."

In Appendix N., section 17.11., add a new section and re-number the following sections as follows:

"11. Transmission cross member support may be replaced.

12. Both driver and passenger front side windows may be removed. Side windows to the rear of the B-pillar may be permanently fixed in position."

In Appendix N., section 17.14., add the following language:

"Battery may be replaced **and/or relocated** provided the positive terminal is properly insulated."

In Appendix N., section 14.15., add a new entry at the end of the section as follows:

"16. Headlights may be replaced with any complete, commercially available, functional headlight assemblies. Ballast may be removed from Xenon/HID lights. Bulb assemblies may be replaced."

In Appendix N., section 18.1., add the following language:

"Unibody structure may not be modified or removed unless otherwise specified."

10. #21345 (Alan Hulse II) Classify the 2003-2008 Infiniti G35

In T3, classify the 2003-2008 Infiniti G35 / Sport as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final	Brakes (mm)	Weight (lbs)	Notes:
<i>Infiniti G35 / Sport (03-08)</i>	<i>95.5 x 81.4 3498</i>	<i>2649</i>	<i>(F)18 x 9 (R)18 x10</i>	<i>245</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 Engine: 3300 HR Engine: 3300</i>	<i>Springs up to 700 lb/in allowed (F/R). HR Engine: Two 40mm flat plate restrictors required.</i>

T4

1. #20514 (Touring Committee) Classify 2017 FRS and BRZ

In T4, classify the Toyota 86 (2017-) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Toyota 86 (2017-)</i>	<i>86 x 86.0 1998</i>	<i>2570</i>		<i>17 x 7</i>	<i>245</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, .77</i>	<i>4.3</i>	<i>(F) 295 Vented Disc (R) 290 Solid Disc</i>	<i>2975</i>	<i>Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r- shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty.</i>

In T4, classify the Subaru BRZ (2017-) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru BRZ (2017-)</i>	<i>86 x 86.0 1998</i>	<i>2570</i>		<i>17 x 7</i>	<i>245</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, .77</i>	<i>4.1</i>	<i>(F) 295 Vented Disc (R) 290 Solid Disc</i>	<i>2975</i>	<i>Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r- shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty.</i>