CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 6, 2018

The Club Racing Board met by teleconference on February 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers and Sam Henry. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

Member Advisory

FM
1. #23907 (SCCA Staff) FM Spec Tire Rule

In FM,

Recent questions pertaining to the FM spec tire rule have been brought to SCCA's attention. The Club Racing Board would like to remind competitors and event officials that FM is required to follow section 9.1.1.E.14 Tires and Wheels at all times in SCCA events regardless of the number of entries.

Please see MA 18-01

STL
1. #23769 (Tom Lamb) Request Acura/Honda Engine Clarification
Recent questions pertaining to the STL Acura/Honda engine specs have been brought to SCCA's attention. By not listing any suffix to B16/B18 it is intended to include all B16/B18 engines.
Note that B18C is on separate spec line due to weight chart +2%.

Please see MA 18-02

STU
1. #23275 (David Fiorelli) Interpretation of 9.1.4.1 STU Suspension Rules
Altered Rear Suspension in the case of ST is alteration of either pick up points or custom fabricated control arms. If the competitor is using neither of these there is no need to add 50 lbs.

No Action Required
EP
1. #23798 (Dave Kavitski) SCCA You Are Missing the Point
Thank you for your letter. After another evaluation considering the additional information/ comments submitted, the response to letters 23170 and 23664 is appropriate. The CRB will continue to monitor the performance of the cars in the class and the CRB believes it fully understands the author's concerns.

Prod General
1. #23791 (David Mead) Clarification of Carburetor Manufacturer Rule
Thank you for your letter. The reference to automotive type carburetors in the specification lines is not an exception to the overriding rule in Production; that if the rules do not specifically allow a modification, the part must remain unmodified. The addition to the rules was meant to confirm the above. As to the example provided by the letter writer, the CRB believes EMPI makes a Weber copy with a 51mm throttle plate and EMPI is on the list of approved carburetor manufacturers.

SM
1. #23115 (Shaikh Ahmad) Data Gathering, Future Spec for SM Bump Stop Force and Length
Thank you for your input.

ST General
1. #23526 (Rich Walke) Request Alternate Rotors for Rotary Engines
Thank you for your letter. The rule is clear as written. Mazda 13B is in table as 13B. Components from 13B i.e., S4,S5,... are interchangeable. You are permitted to use rotors and housings from any version of the 13B engine.

STL
1. #23394 (Peter Davis) B Series Adjustments
Thank you for your opinion. The CRB will continue to monitor these changes.

STU
1. #23224 (Alex Phelps) Weight Parity NC MX-5
Thank you for your input. The car is properly classed in STU.

2. #23393 (Patrick Waligore) Weight and Engine Allowances
Thank you for your input. The weight of 2551-engines was adjusted for the 2017 rules season. The CRB will continue to monitor class performance.

T4
1. #23695 (Gresham Wagner) Request to Correct and Add Restrictor to Toyota 86
Thank you for your letter. There was no legal Toyota 86 prior to 2017. No action is needed on this letter.

Not Recommended
AS
1. #23454 (Scott Shadel) Allow Pre-1982 Vehicles to Compete in A-Sedan Class
Thank you for your request. In SVRA form, the Group 6 cars (which include pre-1982 Camaros/Firebirds and pre-1979 Mustangs) would have significantly more power than AS engines and would have less capability in terms of wheels, tires, brakes, and suspension than AS cars. This mis-match could cause significant issues for racing in American Sedan.

You are welcome to submit an additional letter for consideration, to include older chassis styles running AS rules. However, the CRB/ASAC do encourage building to the current AS rules.

P1
1. #23750 (Greg Bell) Request Weight Reduction for P1 - 1000cc
Thank you for your letter. The CRB does not recommend this change. The P1 class philosophy does not include provisions for balancing different designs, or newer verses older engines within the same platform. Conceptually a development class like P1 will over time obsolete older technology and it would be an overwhelming challenge to attempt BOP of all the engines within a particular platform.

2. #23792 (Jim Devenport) Request for Flat Plate Restrictor in Lieu of SIR for CN cars
Thank you for your letter. The CRB does not recommend the use of 2 different restrictor solutions for the same engine platform. SIR's have been successfully implemented on other P1 cars.

GT1
1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
The What Do You Think response did not indicate the community wants this change. The CRB will continue to study this.

GT2
1. #23652 (Amir Haleem) Request to Allow Any Turbocharger for 93-98 Toyota Supra
Thank you for your letter. The CRB will continue to monitor the performance of the engine as classified.

GT3
1. #23672 (Craig Johnson) Request Larger Restrictor for GT3 Nissan
Thank you for your letter. The engine is competitive as classed at the specified weight.

2. #23720 (Jeremy Rohan) Request to Classify a Modified RX8
Thank you for your letter. This car would be eligible for Regional SPO.

GTL
1. #23661 (Joe Harlan) Request Cylinder Head Welding
Thank you for your letter. The CRB does not recommend this change as it would cause a development imbalance in cylinder heads.

FP
1. #23766 (Rick Haynes) Request For Alternative Roll Bar Rule For Production Cars
Thank you for your letter. The CRB continues to support the current Roll Bar Rule for Production Cars.

HP
1. #23430 (Charlie Clark) Re-Classify the FP 1991-1994 Mercury Capri to HP
Thank you for your letter. The specifications of this car in FP place it well within the range for the class. Absent competition results showing a clear need for re-classification, there is no apparent need to move this car to HP.

Prod General
1. #23765 (Rick Haynes) Request Rule Transparency - Sunshine Law
Thank you for your letter. The CRB has no plans to change this process.

2. #23767 (Rick Haynes) Request For Alternative Roll Bar Rule - Duplicate of 23766
Thank you for your letter. Please see the response to letter #23766.

3. #23851 (James Rogerson) Request to Combine Production Classes With GT Classes
Thank you for your letter. This idea has been discussed over several seasons. The Production Advisory Committee feels that combining Prod and GT would not advantage either group and would impose an unnecessary financial burden on the Production racer, who would need to make massive changes to their cars to be competitive in GT. The level 2 prep rules for Prod require a close connection to the cars as produced by the manufacturer. The majority of the cars campaigned in Prod today use the level 2 rule set. The CRB will continue to consider this and other proposals that look to reduce the number of classes without harming any existing racers.

ST General
1. #23103 (Super Touring Committee) K20
Thank you for your letter. The CRB will continue to monitor class performance.

STL
1. #23149 (John Schmitt) Miata Corner Speed Advantage
Thank you for your letter. The CRB will continue to monitor class performance.

2. #23366 (Greg Maloy) Honda B-Series Adjustments
Thank you for your letter. Please see response to letter 22938 in January 2018 Fastrack Technical Bulletin.

STU
1. #22857 (John Weisberg) Create an Engine Size to Inlet Restrictor Formula
Thank you for your letter. The CRB does not recommend opening up intake manifolds at this time in STU.

2. #23840 (Brad McCall) Request to Eliminate the FWD Weight Break
Thank you for your letter. The CRB does not recommend this change. The CRB will continue to monitor class performance.

3. #23855 (Michele Abbate) In Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

4. #23856 (Anthony Philleo) Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

T1
1. #23678 (Marc Hoover) Request for Mazdspeed Miata Weight
Thank you for your letter.

T2
1. #23809 (Kurt Rezzetano) Observation - No need for Slowing Down Whole Class
Thank you for your letter. The changes approved in T2, effective 3/1/18, will be observed.

T2-T4
1. #23787 (Stephen Blethen) Request to Publish HP and Torque Targets
Thank you for your request. Horsepower and torque are only two of many factors that define a car's performance. When a car is classed or performance is adjusted all of the factors are considered. Therefore, there is not a specific power or torque target for each class.

T3
1. #23733 (Scotty B White) T3 Feedback
Thank you for your letter. The CRB will continue to monitor T3.

T4
1. #23683 (Scotty B White) Request to Clarify Mustang Springs
Thank you for your letter. The rules are clear as written.

2. #23684 (Scotty B White) Request for Larger Rotors for Mustang
Thank you for your letter. This is not recommended at this time. A positive adjustment was just made to this car for 2018. Increasing the rotor diameter of T4 cars is not recommended.

3. #23814 (Chi Ho) Request BOP on RX8 and MX5
Thank you for your letter. Recent changes have been made to T4 in 2018. The CRB will continue to monitor the class.

4. #23818 (Darren Seltzer) Request to Mandate Octane for Lower Fuel Cost
Thank you for your letter. Your request is too difficult to enforce at the track.

5. #23821 (Darren Seltzer) Request for BOP Considerations
Thank you for your letter. Recent changes have been made in T4 for 2018. The CRB will continue to monitor the class.

Recommended Items

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.

FC
1. #22958 (Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission
Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.
a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~c.~~ *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The
sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d.~~ g. All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95 cm add 25 lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c; at such time this provision (3) shall become null and void.*

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

P1
1. #23702 (Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table
The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

SM
1. #22904 (John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ *shall* use the Fat Cat Motorsports *Spec Miata shock mount/*bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* ~~or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW~~) in conjunction with the 1999 - ~~up~~2005 stock upper *shock* mount *hats* ~~assembly consisting of the upper mount~~ (p/n: NC10-28-340C)~~, the upper mount bushing(p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW)~~. All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing,and upper mount washer only.~~ No other modifications are allowed."

<u>Taken Care Of</u>
AS
1. #23662 (Matthew Long) January Prelims
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

2. #23691 (Matt Regan) Disagrees With ASAC 23549
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

FC
1. #23281 (Nicholas Belling) Sequential Boxes #22958
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23282 (Steve Demeter) Sequential Shift
Thank you for your letter. Please see the response to letter #22958.

3. #23285 (Bill Wise) Sequential Transmissions
Thank you for your letter. Please see the response to letter #22958.

4. #23297 (Chris Scharnow) Sequential Gearbox in FC
Thank you for your letter. Please see the response to letter #22958.

5. #23305 (Philip Creighton) Sequential Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23339 (Keith Averill) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958.

7. #23753 (Lyn Greenhill) Sequential Transmissions in FF/FC With Criteria
Thank you for your letter. Please see the response to letter #22958.

FF

1. #23336 (Ray Rivard) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23355 (Brad Hayes) Sequential Shift Gearbox in FF/FC
Thank you for your letter. Please see the response to letter #22958.

3. #23376 (Eric Little) Response to Letter #22958
Thank you for your letter. Please see the response to letter #22958.

4. #23388 (John Haydon) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

5. #23412 (Kevin Brumbaugh) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23436 (Michael Rand) Transmissions and Gearboxes
Thank you for your letter. Please see the response to letter #22958.

7. #23443 (Mark Walthew) Sequential Gearbox in FC/FF
Thank you for your letter. Please see the response to letter #22958.

8. #23718 (Josh Harvey) Sequential Gear Boxes 22958; 9.1.1.B.17
Thank you for your letter. Please see the response to letter #22958.

9. #23837 (Greg Rice) FIA Safety Pods
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23681, February 2018 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective July 1, 2018).

10. #23938 (Denny Renfrow) Sequential Shift Gearbox for FF
Thank you for your letter. Please see the response to letter #22958.

FV

1. #23719 (William Ross) Disc Brake Proposal
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

2. #23771 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

3. #23793 (Robert Frassetti) Disc Brake Conversion
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

4. #23895 (Don Manthe) Proposal to Allow Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in

January 2018 (to be effective January 1, 2019).

P1
1. #23749 (Greg Bell) Request Support for P1 #22959
Thank you for your letter. Please see the response to Letter #22959, December 2017 Fastrack Minutes, which was approved as recommended, January 2018 Board of Directors Minutes, and went into effect 1/1/2018.

2. #23827 (Jonothan Benefield) Request GCR 2018 Rules Change
Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

3. #23882 (Jeff Shafer) Request to Group CN Cars
Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

GT1
1. #22540 (Michael Major) Fuel Injection
Thank you for your letter. Please see the response to letter #22608.

GT2
1. #22577 (Gordon Leslie) Allow Canards
Thank you for your letter. Please see the response to letter #23573, February 2018 Fastrack Minutes.

2. #23773 (Tom Patton) Request to Postpone Proposed GT2 Aero Rule Changes
Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

3. #23777 (Leroy Lacy) Request GT2 Aero Rules Wording Changes
Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

GT3
1. #23917 (Samuel Fouse) Additional Info for 23291
Thank you for your letter. Please see the response to letter #23291, Technical Bulletin.

GTL
1. #23687 (Edward Nicholson) Request Wing Height Change
Thank you for your letter. Please see the response to letter #23675, Technical Bulletin.

SM
1. #23445 (Shaikh Ahmad) Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

2. #23455 (Gordon Kuhnley) Clarify Shock Rules and Reduce The Need for Binning
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

3. #23468 (William Keeling) Current Shock Spec
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

4. #23470 (Charles Mathes) Shock Rule Change
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

5. #23488 (Brandon Fetch) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

6. #23502 (Jim Drago) Updated Shock Spec
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

7. #23562 (Todd Martin) Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

8. #23617 (David Dewhurst) Observation on the New Spec Miata Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

9. #23636 (David Dewhurst) Observation on Spec Miata Shocks
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

STL
1. #23838 (Bob Clark) Clarifications for Honda Flat Plate Restrictors and RM_18-01
Thank you for your letter. Please see the response to letter #23769.

What Do You Think
None.

RESUMES

1. #23093 (John Adamczyk) SMAC Resume
Thank you for submitting your resume. The CRB will keep it on file for the future.

2. #23127 (Jason Kohler) SMAC Application
Thank you for submitting your resume. The CRB will keep it on file for the future.

3. #23140 (Kyle Webb) SMAC Opening
Thank you for submitting your resume. The CRB will keep it on file for the future.

4. #23375 (Richard Muise) Spec Miata Advisory Committee - Volunteer
Thank you for submitting your resume. The CRB will keep it on file for the future.

TECH BULLETIN

DATE: February 20, 2018
NUMBER: TB 18-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2018 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FA
1. #23805 (Formula/Sports Racing Committee) Allow all FIA F4 cars in FA
Effective 01/18/2018, in FA add the following:
Car: ~~US F4~~ *FIA certified F4*
Notes: ~~Car must run per all current US F4 series rules.~~ *Upon request,* ~~C~~*c*ompetitors must provide *a copy of the rules in effect when the car was certified by the FIA* ~~current US F4 rules upon request~~.
*See Racing Memo RM 18-03

P1
1. #23875 (Kevin Kloepfer) Request Elan DP02 spec line Clarification
In GCR Section 9.1.8.I., clarify as follows:

Engines
The only engine permitted is the Mazda 2.0 liter MZR as supplied by *Elan Power Products (EPP) or* Elite Engines (Elite). No modifications are permitted. The engine must have the four (4) *EPP or* Elite numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by *EPP or* Elite. *Cars with the 2.3 liter Mazda MZR/ Ford Duratec engine must comply with the requirements of the P1 Engine Table and need not have the EPP or Elite numbered seals.*

Wheels and Tires
Thirteen (13) inch diameter wheels with a maximum rim width of ~~9~~ *ten (10)* inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal. Tire brand and compound is unrestricted.

2. #23935 (Formula/Sports Racing Committee) Add New Line to P1 Engine Table for Honda K20A Engine
Professional series in the U.S. and Europe will be a source of new cars for the P1 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars in the class. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. In stock configuration with the 64mm throttle body, this engine produces horsepower and torque that fit into the P1 engine table without an inlet restrictor. Although stock engine lines are currently outside the P1 class philosophy, adding a line for the unmodified Honda K20A will allow CN cars to compete as delivered without other special considerations (no spec line is required). If a competitor wishes to modify the K20A engine, compliance with the applicable engine table line will be required.

In P1, add a new spec line as follows:

P1 Engine Table						
	Engine Series	**Max. Displ (cc)**	**Max. Valves / Cyl.**	**Req'd Restrictor**	**Min Weight (lbs)**	**Notes**
H	*4 Cycle Honda K20A*	*2000*	*4*	*Stock 64mm single throttle body*	*1400*	*No engine modifications except for dry sump oil system, ECU mapping and exhaust system. Internal dimensions and materials must be stock with no machining allowed.*

3. #23962 (Formula/Sports Racing Committee) Revise P1 rules to correct errors
In GCR Section 9.1.8.C., make corrections as follows:

"P1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Homologation may be required. Refer to section 9.2.2. for details. Cars homologated prior to 1/1/14 may be spec line cars or required to be fully compliant with all P1 rules. The class is intended to be the premier sports racing class promoting ~~state of the art~~ *advanced* technology in car design and innovation while utilizing established cost-effective engine technology."

In GCR Section 9.1.8.C.B.1, make corrections as follows:
"Any form of chassis construction *is permitted* subject to ~~restrictions in~~ *the requirements of* GCR section 9, Cars and Equipment ~~except as permitted in the P1 rules~~."

P2
1. #22815 (David Ferguson) Request to clarify Rub Block Rule
In GCR Section 9.1.8.D.E., clarify as follows:
"*A maximum of four (8)* ~~R~~*r*ub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane."

2. #23936 (Formula/Sports Racing Committee) Add P2 spec line for CN car and revise P2 engine table Line E

Professional series in the U.S. and Europe will be a source of new cars for the P2 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. With the 64mm single throttle body and a 55mm flat plate intake restrictor, this engine will produce horsepower and torque that allow non-composite chassis CN cars to fit into the P2 class.

In P2 Table 1, add a new spec line as follows:

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
FIA Group CN non-composite chassis		*Stock Engine 1500 lbs. 2000cc max.*	*P2 Engine Table E Stock Honda K20A*	*Stock 64mm single throttle body with 55mm flat plate restrictor*	*FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements.*

In P2 Engine Table, Line E, add to the notes as follows:
"Approved engines list: MZR/Duratec, Honda K20*A*, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with *stock* Honda K20*A* may use stock 64mm single throttle body ~~without inlet~~ *with 55mm flat plate intake* restrictor at 1500 lbs. minimum weight."

GCR
1. #23955 (SCCA Staff) Change fire system conflict in wording
In GCR section 9.3.22.b, make changes as follows:
"The following are acceptable for ~~Touring, Spec Miata, Super Touring and Improved Touring cars:~~ *all cars not requiring an On-Board Fire System.*"

Grand Touring
GT2
1. #23673 (Ken Billimack) Request BMW E92 Model Year Adjustment and Engine Combinations
In GT2/ST, BMW M3 E92 (08-09), add to the model year as follows:
(08-~~09~~ *13*)

In GT2/ST, BMW M3 E92 (08-~~09~~ *13*), add engine/weights as follows:

	Maximum Displacement	**Minimum Weight**	**Restrictor**	**Notes**
BMW M3 E92 (08-~~09~~ *13*)	*S65 - 4400*	*2950*		
	S65 - 4600	*3000*		

In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, clarify the classification/notes as follows:
The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. BMW 5000cc V8 is permitted at 3000 lbs. ~~Flossman body kit is permitted~~. 4.0L V8 permitted at 2900 lbs. *Flossman body kit is permitted.*

GT3
1. #23291 (Samuel Fouse) 1.8 Liter Motors
In the GT3 spec lines, change spec line weight for all engines as follows:

1.8l motors (1750cc - 1849cc) to 1960 lbs.
1.6l motors (1550cc - 1649cc) to 1690 lbs.
13B Peripheral/Bridge Port to 2200 lbs.
13B Street Port to 2090 lbs.
12B Street Port/Bridge Port to 1960 lbs.
12A Peripheral Port 37mm SIR to 2150 lbs.

GTL
1. #23675 (Roy Lopshire) Request Rear Wing Height Regulation for GTL
In GCR section 9.1.2.F.14.C, clarify the location of the wing as follows:
"The entire wing assembly ~~shall be at least 6.0 inches~~ *must be mounted* below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

Improved Touring
None.

Production
FP
1. #23758 (rick haynes) Request for Lotus Weight Adjustment
Actual competition data is the primary basis for adjustments. From that standpoint there is no reason to adjust the weight of the Louts in FP at this time. However, to bring the Lotus and Turner specifications more in line (which is appropriate given the fact they use essentially the same engine) it is recommended that the size of the chokes for the FP Turner 1500 be increased from 30mm to 32mm. This change should be made to each of the carburetor options listed for this car in the spec lines where the choke size is specified.

In FP, Turner 1500, change the notes under Carburetor No. & Type as follows:
28/36 DCD 22, 32/36 DGN, 36 DCNF ~~w/30mm choke(s~~) *w/32mm choke(s)*, (1) 40 DCNF ~~w/ 30mm choke(s)~~, *w/32mm choke(s),* (2) Weber DCOE on I.R. manifold ~~w/ 30mm choke(s)~~ *w/32mm choke(s)*.

Spec Miata
None.

Super Touring
1. #23317 (Greg Amy) 9.1.4.A Philosophy
In GCR section 9.1.4.A, clarify the philosophy as follows:

"Each class will have a baseline ~~target~~ power-to-*displacement target weight*. Weights may be adjusted, or ~~cars~~ *engines* may be subject to changes in intake restrictors, *or super charger pulleys* to meet these targets. *Vehicles* ~~Cars~~ may be required to carry data acquisition equipment for review of performance."

STU
1. #23400 (Patrick Waligore) Minimum ride height of side skirts 9.1.4.D.6
In GCR section 9.1.4.D,6, clarify ride height as follows:
"Aftermarket side skirts may be used provided they meet the minimum ride height rule *of 3 inches*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #23674 (Eric Thompson) Adding VTS to 22860 JDM Toyota 3SGTE
In STU, Table B, classify the Toyota JDM as follows:

Toyota JDM 3SGTE / 1998 / Chart / Must meet all other STU specifications.

Touring
T1
1. Effective 3/1/18, In T1, Ford Mustang/Thunderbird, 5000 Coyote and 5000 Coyote Boss 302, change the restrictor type and size as follows:
~~60mm~~ *65mm* ~~throttle inlet restrictor~~ *flat plate intake restrictor*

T2
1. #23679 (Buz McCall) Request to remove 100 lb. penalty for additional braking system
In T2, BMW E92 M3 (08-14), make changes to the spec line as follows:
Weight: ~~3500~~ *3450*
Notes: "*Aftermarket brakes allowed at 100 lbs. penalty.*"

2. #23836 (Touring Committee) Adjust T2 Porsche 997.2
In T2, Porsche 911 /Carrera S 997.2 (09-12) make changes to the notes as follows:
"~~60mm~~ *55mm* flat plate restrictor required."

T2-T4
1. #23768 (Darren Seltzer) Request T3 and T4 additional considerations
In T3, make changes to the spec lines as follows:

Scion FRS 13-16:
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2800*
Notes: "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.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 13-16
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2800*
Notes: "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.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 2017+
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2850*
Notes: "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.~~ *Header allowed. 750lb max. springs front and rear.*"

Toyota 86 2017+
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2850*
Notes: "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.~~ *Header allowed. 750lb max. springs front and rear.*"

2. #23806 (Ron Randolph) Request Polycarbonate Windshields
In GCR section 9.3.54, clarify polycarbonate windshields as follows:
"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, *T2, T3, T4*."

T3
1. #23300 (Julian Macias) 2017 Civic Si
In T3, Honda Civic Si (17-), classify as follows:

T3	Bore x	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final	Brakes	Weight	Notes
Honda Civic Si (17-)	*73.0 x 89.5 1498*		*18x8*	*245*	*3.64 2.08 1.36 1.02 .83 .69*	*4.10*	*Brakes (mm) (F) 312 x 25 Vented Disk (R) 282 x 10 Solid Disk*	*3000*	*HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb.*

T4
1. #23299 (Julian Macias) 2016 Civic Ex, 5 Door LX and Sport
In T4, Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-), classify as follows:

T4	Bore x Stroke Disp.	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes	Weight	Notes
Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-)	*73.0 x 89.4 1496*	*2700 mm*	*17x7*	*235*	*3.64 2.08 1.36 1.02 .83 .69*	*4.10*	*(F) 282 x 23 Vented Disk (R) 260 x 9 Solid Disk*	*3100*	*HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD RR Spring Adjuster 52691-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Differential 41100-F23S-A6 permitted at +50lbs, 27mm TIR required.*