CLUB RACING BOARD

DATE: April 20, 2019
NUMBER: TB 19-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2019 unless otherwise noted.
NOTE: This preliminary version of the Road 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 April 20.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FA
1. #26707 (Formula/Sports Racing Committee) Add data plate requirement
In GCR section 9.1.1.A.1, add a new section as follows:
"*i. All FA cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase.*"

FC
1. #26659 (Formula/Sports Racing Committee) E&O Wiseco piston and Crower connecting rod part numbers
In GCR section 9.1.1.B.15.f.6, make changes as follows:
"Wiseco piston P/N ~~WD-06526~~ *WD07253* as supplied by Quicksilver with rings, pin, Crower connecting rod P/N ~~SP93235B-4~~ *SP 93221* (with bolts), but without bearings: Minimum permitted weight: 976 grams."

FV
1. #26674 (Formula/Sports Racing Committee) E&O Dimensions
In GCR section 9.1.1.C.2, make changes as follows:
"Track, front: Standard VW – maximum 52.500" ~~(no spacers allowed)~~
Track, rear: 49.125" minimum, 50.750" maximum ~~(no spacers allowed)~~"

P1

1. #26648 (Formula/Sports Racing Committee) Clean up reference to engine table
In GCR section 9.1.8.C.J, change as follows:
"The ~~table (~~P1 Engine Table~~)~~ that follows provides general specification of engine types, displacement limits, intake restrictions, and automobile weights allowed."

2. #26692 (Formula/Sports Racing Committee) Remove redundant spec line
In P1 Engine Table, remove Mazda Renesis Rotary spec line (Spec Line I).

SRF

1. #26629 (Robey Clark) SRF Brakes and Shock Rule Changes
In GCR section 9.1.8.E.1.X.g, make changes as follows:
"Brakes: Hawk Blue 9012 pads P/N 801993~~ or 801994~~ *must be used*. *Wilwood* ~~V~~*v*ented rotor *P/N 800065* ~~minimum thickness 13.25mm (0.522 in.);~~ shall be used as delivered *with* no machining of any kind~~, P/N 800065~~. *Minimum thickness 13.25mm (0.522").* Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 *or P/N 1196185*~~(or~~ A or B~~)~~. Original caliper pistons may be replaced with vented caliper piston P/N 1196184*; no other modification allowed*. *Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper.*"

In GCR section 9.1.8.E.1.X.h, make changes as follows:
"Shock Absorbers: ~~Standard Koni shock, P/N 82X-2255-SPA1 with standard oil or~~ Penske *shock* P/N 280396 *with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost.* ~~The bump rubber provided with the shock shall be used in unmodified, stock condition. No Koni or alternate bump stop is permitted to be used with the Penske shock. Shortening the Penske shock bump rubber is allowed. All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder.~~ *Beginning 05/01/2020, SCCA Enterprises bump rubber P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump rubber per shock.*"

GCR

None.

Grand Touring

GT General

1. #26141 (Michael Major) Request GTX Fuel injection for previous GT-1 tube frame cars
In GTX, GCR section 9.1.2.H.I.3, add throttle body size as follows:
"GTX tube frame cars may install fuel injection system, maximum throttle body size ~~TBD~~ *90mm*."

2. #26535 (Jeffery Smisek) Request to Classify Ligier JS2 R
In GTX, classify the Ligier JS2 R as follows:

GTX- MISC					
Model	Homologation	Model	Restrictor	Weight	Notes
Ligier		*JS2 R*		*2400*	

GT2
1. #26106 (Mike McAleenan) Request for e36/e46 bmw 4500 cc v8 at 2950lbs in GT2/ST
In GT2/ST, BMW E46 M3 & E36 / BMW Z3 /BMW 5000cc V8, delete notes and add as follows:
"The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. Flossman body kit permitted as found at http://www.racingpartsbmw.de/start/eng/start.htm."

GTL
1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle
In GTL, classify the Fun Cup Beetle as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Fun Cup Beetle	*All*	*2 dr.*	*RWD*	*94.5*	*VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. See VW engine table for acceptable engines for this chassis.*

2. #26572 (Luis Rivera) Request for GTL Mazda 13B SIR Increase with Penalty
In GTL, Mazda 13B, add to the engine spec line notes as follows:
"*May use a 25mm SIR plus 175lbs.*"

Improved Touring
IT General
1. #26237 (PRH Stark) Request clarification on 9.1.3 D1.A.2
In GCR section 9.1.4.D.1 make changes and renumber as follows:
9.3.1.D.1. Reciprocating Engines (only)

~~a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (throttle body or bodies). All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped. Air intake source shall be within the confines of the engine compartment or stock location. (previously D.1.a.4)~~

~~4.~~ a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet *(throttle body or bodies)*. All air must also pass through the stock air metering device, eg MAF, or AFM, etc., if so equipped. Air intake source shall be within the confines of the engine compartment or stock location.

~~3.~~ b. The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by ~~rule D.1.l~~ *these rules*.

c. Carbureted engines

~~a.~~ *1.* Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.

~~1.~~ *2.* Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.

~~2.~~ *3.* External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified. (previously D.1.a.2)

~~5.~~ *4.* All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

1 Weber 32 DGV/DGAV/DGEV
1 Weber 32/36 DGV/DGAV/DGEV
1 Weber 32/36 DFV/DFAV/DFEV
1 Weber 34 DAT/DATR/DATRA/DMTR
1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by *the Authorized Modifications* Sections ~~D.1.a., and D.1.a.2.,~~ above in these rules.

d. Fuel injected engines

~~6.~~ *1.* The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~2. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.~~

2. External throttle linkage may be modified or changed. Electronic control of the throttle is forbidden unless fit as stock. The method of operating any secondary throttle may not be modified. Electronically actuated throttle bodies may not be replaced by mechanical units unless

specified on the vehicle's spec line. Requests for alternate throttle bodies will be considered on a case by case basis.

~~6.~~ *3.* The engine management computer may be altered or replaced. A throttle position sensor and
its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.
~~7.~~ *4.* Wires and connectors in the engine wiring harness may be modified or replaced.

ITR
1. #26096 (Austin Hilliard) Request Reduction of Minimum weight for 2000-2003 Honda S2000
In ITR, Honda S2000 (00-03), change the weight as follows:
"~~3005~~ *2895*"

In ITR, Honda S2000 (04-09), change the weight as follows:
"~~3005~~ *3025*"

Production
EP
1. #26726 (Production Committee) Allow Firewall Modification for Fitment of 13B into RX8
In EP, Mazda RX-8 (04-11) (alternate), add to notes as follows:
"*Firewall may be modified as necessary for fitment of 13B into stock chassis engine mount location. Firewall must be sealed in the area of the modification.*"

Spec Miata
None.

Strategic Planning
None.

Super Touring
ST General
1. #26597 (SCCA Staff) Request Ride Height Clarification
In GCR Appendix K.F.5, add as follows:
"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

In GCR section 9.1.4.F.5, add as follows:
"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

Touring
T1
1. #25841 (Scotty B White) Request to Classify EcoBoost Mustang
In T1, classify the Ford Ecoboost engine as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird	*3496*	*3300*	*(2) 31mm TIR*	*3.5 GTDi (Ecoboost) OEM turbos required.*	*Aftermarket K members are permitted. OEM independent rear suspension is permitted.*

2. #26265 (James Candelaria) Request Corvette aerodynamic aids
In T1, Chevrolet Corvette Cadillac XLR (04-09), add to notes as follows:
"*C5 body only: Corvette OE equivalent aero parts allowed: C7 Carbon C7-CCC5EX-RSP-GB, C7-CCC5-SS-GB, C7-CCC5-FS-GB, +50lbs.*"

3. #26578 (Colin Cohen) Audi TTRS VTS Documentation Revision
In T1, Audi TTRS (GTS 2011 Spec), make changes to chassis notes as follows:
"Must conform to ~~December 14th, 2011~~ *July 24th, 2015* revision ~~3~~ *7* GTS rules."

4. #26599 (SCCA Staff) Request Ride Height Clarification
In GCR section 9.1.9.1.D.5, add as follows:
"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches."

5. #26719 (Mark Kibort) Opposes Unfair weight and throttle restrictor
In T1, Porsche 928 S4/ Porsche 928 GTS-R, make changes to weight and restrictor as follows:
"~~3500~~ 3200"
"~~60mm flat plate restrictor~~"

T3
1. #26294 (Touring Committee) T3 Civic Si weight change
In T3, Honda Civic Si (2017-), make changes to the weight in the spec line as follows:
"~~3000~~ *2900"*

2. #26449 (Touring Committee) Class Civic Si 2017+ w/ alternate cage
In T3, classify the Honda Civic Si (2017-) with alternate cage, as follows:

T3	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Honda Civic Si (2017-)	*73.0 x 89.5* *1498*		*18 x 8*	*245*	*3.64, 2.08, 1.36, 1.02, 0.83, 0.69*	*4.10*	*(F) 312 x 25 Vented Disc* *(R) 282 x 10 Solid Disc*	*3075*	*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. Vehicle with cage built to another series spec that exceeds SCCA Touring cage rules permitted. 8-point roll cage with additional secondary attachment points allowed while pending FIA certification*

3. #26695 (Travis Washay) Classify 2014-2017 MK7 Volkswagen GTI for T3
In T3, classify the Volkswagen GTI (14.5-17), 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:
Volkswagen GTI (14.5-17)	*82.5 x 92.8 1984*	*2361*	*18 x 8.5*	*245*	*STD: 3.76, 2.08, 1.46, 1.08, 1.09, .97* *DSG: 2.92, 1.79, 1.14, .78, .80, .64*	*manual: 3.42 DSG: 4.77*	*(F) 312 vented (R) 288 solid*	*DSG @ 3080 STD @ 3050*	*Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors*

									allowed (+50lb) ECS street shield ECS-2986429 allowed

4. #25731 (Derek Zalewski) Request to classify a 2019 Chevrolet Camaro LT-I4 Turbo 1LE
In T3, classify the Chevrolet Camaro LT-I4 Turbo 1LE (2019-) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro LT-I4 Turbo 1LE (2019-)	*86.0 x 86.0 1998*	*2811*	*18 x 10*	*245*	*4.40, 2.59, 1.80, 1.34, 1.00, .75*	*3.27*	*(F) 320 (R) 314*	*3450*	*Any swaybar 30mm front, 28mm rear allowed. 36mm TIR required.*