Recommended Items for 2016

The following is a summary of proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2016, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

American Sedan
None.

B-Spec
None.

Formula/Sports Racer
None.

GCR
1. #16946 (June Fastrack – Club Racing Board) Transmission Short Shift Kit
Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

9.3.49. *TRANSMISSION SHORT SHIFT KITS*
Transmission short shift kits are allowed on all cars.

Add to Appendix F. Technical Glossary:

Transmission Short Shift Kit - A mechanical modification or replacement of a part or parts to modify the throw of the shifter. It must not change the pattern from its original.

Grand Touring
None.

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
ST

1. #16858 (June Fastrack – Christopher Jurkiewicz) Driver Cooling NACA Duct Location
Thank you for your letter. The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

Touring
T2
1. #16389 (June Fastrack – Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss
Thank you for your request. In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

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Recommended Items for 2015
The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 5/1/2015.

FC
1. #15933 – (February Fastrack – Formula/Sports Racing Committee) Zetec engine
Thank you for your letter. The CRB recommends specification updates and allowances for rebuilds for the Zetec engine in FC. These changes are available at: http://scca.cdn.racersites.com/prod/assets/gcr%209%201%201%20B%2016%20amended%20v14-12-17d1.pdf. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

ASR, P1, and P2
1. #15693 – (February Fastrack – David Ferguson) Opposed to Shock Rule
Thank you for your letter. Add *9.1.8.A.2:*
In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, in ASR, P1, P2 any fluid dampers are allowed with the following restrictions:

1. Dampers must be manually adjustable only.
2. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.
3. Electro/Magnetic shock fluid is prohibited
4. Shocks may not be electronically interconnected, however data acquisition is permissible as long as it serves no other purpose.

The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

P2
1. #13718 – (February Fastrack – Jay Ivey) Camshaft for YAC
Thank you for your letter. The CRB recommends allowing the Kent Cam# CW14 Lift:.430" duration, 316 degrees to be used in the YAC engines with mechanical tappets in the P2 class. The YAC with this cam must use a 38mm venturi restrictor. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

In the P2 engine table, line H; in the "Notes" column add:
Kent Cam# CW14 Lift: .430" duration, 316 degrees with mechanical tappets allowed with a 38mm venturi restrictor.

2. #13719 – (February Fastrack -- Jay Ivey) 2.0L YAC and 2.0L Pinto Bore Size
Thank you for your letter. In the P2 class, the CRB recommends allowing the maximum bore size for the 2.0L YAC and 2.0L Pinto engines to be +.040 over STD for a maximum bore size of 3.620". This allows for rebuilds and to extend the life of the engine blocks. The CRB recommends that the Board of Directors approve this change to be effective 5/1/2015.

In line F of the P2 engine table in the "notes" column add:
Maximum bore size of 3.620 allowed for Pinto

In line H of the P2 engine table in the "notes" column add:
Maximum bore size of 3.620 allowed

GCR
1. #16221 – (February Fastrack – Club Racing Board) Recommended Portion of Letter #15269
Thank you for your request. Change 6.5.2.C.1: 1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line *by more than half a car width*, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in

Section 7. The CRB recommends the Board of Directors approve this rule change to be effective 5/1/12015.

2. #16402 – (March Fastrack – Club Racing Board) Additional GCR changes Required By Letter #16221

Change 6.5.3.C.2: 2. Well bunched ~~and in line~~; and

Change 6.5.4.A: A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line *more than half a car width*, or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.

The CRB recommends the Board of Directors approve this rule change to be effective 5/1/2015.

Recommended Items for 2015

The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 6/1/2015.

P2

1. #16220—(March Fastrack – David Arken) P2 Spec Line Cars
In section 9.1.8.A.C.1.M, change the language as follows:

M. SPEC LINE CARS

The intent of Table 1 *(Spec Line Cars)* is to accommodate existing cars previously homologated as DSR or CSR, *Radicals and similar series cars,* and not ~~requiring~~ *require* expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components ~~not~~ listed in the spec lines (e.g. wings ~~not~~ listed in the spec line). ~~but further development to spec line columns (e.g. Wheelbase/Track and Notes) must be compliant with the P2 rules.~~

For individual cars included in any of the spec lines in Table 1; any deviation from spec line *and column requirements*, ~~further development~~, *(e.g. Wheelbase/Track)* requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.

In P2 Table 1, spec line cars, change the spec lines as follows:

	Table 1 (Spec Line Cars)

Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	
AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser
		Stock Engine 1300lb 1005 < 1370	Motorcycle only P2 Engine Table	40.5mm	

		cc max			permitted
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	42.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
Radical Club Sport, Pro-Sport, PR-6		Stock Engine 1000lb 1005cc	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted.
		Stock Engine 1300lb 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Bobsy	*TBD*	*Stock Engine 950lb 1005cc max*	*P2 Engine Table B.1*	*37mm*	Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings*
			P2 Engine Table B.2	*Not required*	
			P2 Engine Table B.3	*39mm*	
		Modified Engine 1025lb 1005cc max	*P2 Engine Table B.1*	*38mm*	
			P2 Engine Table B.2	*Not required*	
			P2 Engine Table B.3	*40mm*	
Diaso D962		1005cc max	Motorcycle only P2 Engine Table		Body, front splitter and wing either original OEM or P2 compliant
Jondal	94/54	Stock Engine 950lb	2 cycle P2 Engine Table		Minimum width 55 inches. ~~Must meet under body aerodynamic requirements in section e~~. Must meet engine/weight requirements
		Modified 1025lb			

					per the latest 2 stroke engine table. *Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.*

2. #16270—(March Fastrack – Club Racing Board) P2 Engine Rule Update
In section 9.1.8.D.L, change the language as follows:

L. ENGINE

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the P2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA. The SCCA may at its option gather/ request additional data.

a. *Stock Engine Preparation allowances. Any modifications or adjustments not specifically listed are not allowed on stock engines.*

1. Internal dimensions and materials of the engine shall be stock. (Fasteners such as rod bolts are free).
2. Bolt-on covers and ports external to the engine may be modified or replaced.
3. Camshaft timing may be adjusted but the camshafts must remain stock. *Timing gears and cam drive tensioning mechanisms may be modified or substituted as long as they serve no other purpose.*
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.
7. Exhaust system is free. EGR and/or air pumps may be removed or disabled.
8. Inlet System: Any manifold(s) and single or individual throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.

10. Exterior machining for mounting of the engine or accessories is permitted, however the intake or exhaust port faces shall not be modified.

11. Spark plugs, engine sensors and any associated brackets or covers are free.

12. Crankcase ventilation is free as long as it serves no other purpose.

13. Engine rebuilds such as regrinding the crankshaft and sleeving the block must meet specifications in the factory service manual; no overbore is permitted.

~~a~~*b*. Automotive based:

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.

2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*

~~2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).~~

~~3. Camshaft timing may be adjusted but the camshafts must remain stock4. Oil systems are free.~~

~~5. Cooling systems are free.~~

~~6. Turbo charging and supercharging are prohibited.~~

~~7. Exhaust system is free.~~

~~8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.~~

~~9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.~~

~~10.~~*3.* Any one piece flywheel with a minimum weight of 5lbs is permitted.

~~11. Crankcase ventilation is free as long as it serves no other purpose.~~

~~b~~*c.* Motorcycle (four stroke) based: ~~Any modifications or adjustments not specifically listed are not allowed on stock engines.~~

1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.

2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*

~~2. Camshaft timing may be 3. Oil systems are free.~~

~~4. Cooling systems are free.~~

~~5. Turbo charging or supercharging is not allowed.~~

~~6. Exhaust system is free.~~

~~7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)~~

~~8~~. *3.*Titanium valves may be substituted with stainless steel of the same diameter.

~~e~~.***d.*** Two Stroke Engine: 2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.

GCR

1. #15828 – (March Fastrack – Matt Miskoe) Minimum Driver Age

Thank you for your request. In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

2. #16110 – (March Fastrack – Christopher Childs) Blueprint Definition

Thank you for your request. Add a new section "e." to Appendix F., under "Blueprinting": *e. Any edges resulting from authorized machining processes may be deburred up to .040".*

Recommended Items for 2016

The following subjects were approved by the Board of Directors in their February 2015 meeting. These items will be effective 1/1/2016.

GCR

1. #15576 – (March Fastrack – Terry Ozment) Drones at Track

The CRB endorses the recommendation, and suggests the following language be appended to the GCR as new Section 1.5.: *1.5. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.*

Touring

T4

1. #16287 – (March Fastrack – Anthony Cuthbert) Rear Sway Bar Upgrade for 500 Abarth

Thank you for your request. For the Fiat Abarth 500, add to the Notes in the specification line: *Front strut tower brace allowed. Rear swaybar up to 25 mm allowed.*

TABLED Item for 2016

The following subject was TABLED by the Board of Directors in their February 2015 meeting for review at SCCA.

GCR

1. #14612 – (February Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 5/1/2015.

Change 8.1.4.: 8.1.4*5*. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: *8.1.4 Compliance Review*
A member may request a determination on the compliance of their vehicle or its components, to the current GCR, through the Club Racing Department.

A. Upon receiving a request, the staff will review the request and will consult with the CRB and other appropriate resources to provide a response to the member.

B. If Club Racing cannot make a determination, the member will be directed to submit a letter through the crbscca.com system.

C. Club Racing will notify the CRB of the letter number and the CRB will expedite review and provide clarification of the applicable rule(s) as may be appropriate.

D. A fee for the service is $100. A portion of the fee may be refunded at the discretion of Club Racing.

E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually and there is no guarantee of compliance beyond the current rules season.

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Recommended Items for 2015

The following subjects were approved by the Board of Directors in their May 2015 meeting. These items will be effective 6/1/2015.

1. #14612 (May Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

Change 8.1.4.: 8.1.4*5*. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: 8.1.4 Compliance Review

A member may request a determination on the compliance of their vehicle or its components by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.

A. The staff will review the request and must consult with the CRB and other appropriate experts.

B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.

C. Club Racing and the CRB will review the expert's opinion. If required, the CRB may initiate a clarification of the applicable rule(s). Club Racing will then submit a written ruling to the applicant.

D. A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually, and there is no guarantee of compliance beyond the current rules season.

2. #15576 (May Fastrack – Terry Ozment) Drones at the Track

Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.* The

CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

Recommended Items for 2016

The following subjects were approved by the Board of Directors in their May 2015 meeting. These items will be effective 1/1/2016.

Improved Touring

IT

1. #15424 (April Fastrack – Earl Richards) Clarify IT Rule on Heater Component Removal

Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ *Climate control systems* may be removed in whole or in part.

Change 9.1.3.D.3.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core ~~shall not~~ *may* be removed.

Spec Miata

SM

1. #16475 (Aril Fastrack – Ralph Provitz) Minimum Cylinder Head Thickness

Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1: ~~5.245~~ *5.235* inches.

2. #16783 (May Fastrack – Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

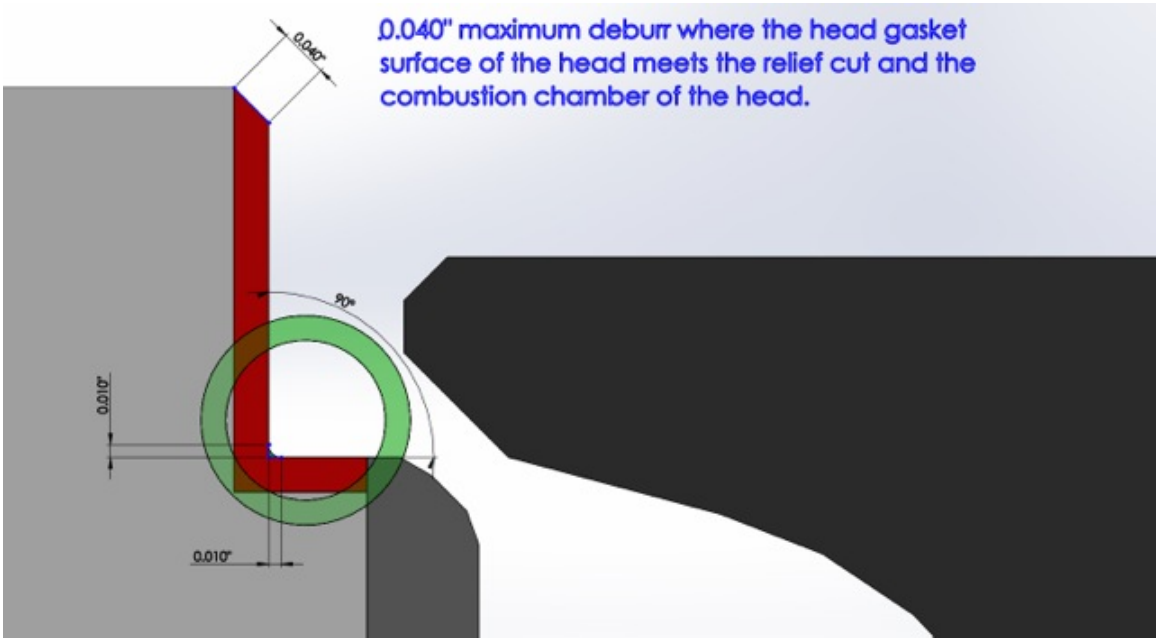
Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. ~~Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide centerline to chamber edge:~~

UPDATE: 5/20/2015, Due to member input, the Club Racing Board recommends changes to this letter. ".040" changed to ".010" on the bottom of the relief cut. Drawing published on scca.com 4/24/15 has been removed. New drawing is attached..

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010". There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this*

cut (except where it intersects the head gasket surface, which may be de-burred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:



Touring
T4
1. #16712 (May Fastrack – Touring Committee) Allow Aftermarket Wheels Pontiac Solstice
In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), ~~original wheels,~~ and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.