CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Aug. 3, 2010

The Club Racing Board met by teleconference on August 3, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager, Club Racing; Ryan Miles, Technical Coordinator, Club Racing. In addition to those items covered in Technical Bulletin 10-09, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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 http://www.crbscca.com/

GCR

1. #1219/#1234/#1259 (Timothy Gerrity/Stevan Davis/Stevan Davis) Letter #494 Impound waiver and lap records
   In response to member input on the previous rule change proposal for section 5.9.3.D (letter #494, May Fastrack), the CRB withdraws that proposal in favor of the following:

   Delete section 5.9.3.D completely.

   Add a new section 3.8.6 as follows:

   "*A driver may refuse all event/series awards by notifying the Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race.*"

   Add a new section 5.10.4.8, as follows:

   "*A driver not competing for event/series awards will be listed on the final results in the correct finishing position with a notation citing 3.8.6. No points will be assigned, if any would have been earned. An earned lap record remains intact.*"

2. #1272//#1285/#1348 (Rick Balderson/Nick Hallman/Rick Balderson) Input on modifying GCR 3.3.B
   In response to member input on proposed changes to 3.3.B (letter #423, February Fastrack), the CRB withdraws that proposal in favor of the following:

   Change section 3.3.B to read as follows:
   "*B. Organizers of SCCA sanctioned races may be any of the following:*
   1. *One or more SCCA Regions,*
   2. *An SCCA Division,*
   3. *SCCA Club Racing."*

3. #2388 (CRB) Change required items on race results
   In 5.10.4.B.4, change as follows: "~~ and~~, car make and model, *and sponsor information*."

   In 5.10.4.B.5, change as follows: "*and* accident reports~~, and sponsorship~~."

   [These changes are for the benefit of members who report expenses for tax purposes.]

FORMULA

FA

1. #2165 (Matt Miller) Allow removal of camera mount flange from roll hoop of Swift 016
   In 9.1.1.A. Table 2, Swift 016, to allow the removal of the camera mount, add the following to the Notes after **"Dimensions:** Reference Appendix A illustrations provided by Swift Engineering. All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift.":

   "*Exception: In Appendix A illustrations 1 and 3 the un-dimensioned camera mount on the roll bar above the 37.83 height dimension may be removed. If the camera mount is removed the faring must be re-shaped to continue the contour lines of the roll bar below the 37.83 height dimension*."

FF

1. (Multiple) Input on #1121 in June Fast Track Aluminum Calipers
   Based on member comments, the recommended rule in the July Fastrack for FF/FC brake calipers is amended to remove the restriction that all pistons in a given caliper must be of the same size. The resulting proposed rules will then be:

   Replace 9.1.1.B.6 with:
   "*Unrestricted, except:*
   a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.
   b. Brake rotors are restricted to ferrous material."

   Replace the first paragraph of 9.1.1.D.10 with:
   "*Unrestricted, except:*
   a. Maximum of 4 pistons allowed per caliper. Calipers must be ferrous or aluminum alloy.
   b. Brake rotors are restricted to ferrous material."

FF/FC

1. #2228 (Richard Pare) FF/FC Rules clarifications
   The CRB received a proposed revision of the FF/FC construction rules. The Formula and Sports Racing Advisory Committee reviewed and revised the submission and recommended presenting it to the membership. [Only sections of the FF and FC specifications with revisions are shown.]

   D. FORMULA F PREPARATION RULES
   NOTE: Contained herein are the 1986 Formula F chassis construction requirements ~~(see D.7 and D.8)~~ *which are required for Formula Continental. Sections D. General Restrictions, D.4, D.5, D.7, D.8, D.9, and D.10 are required for Formula Continental also.*

   [Add the following after Definition section.]

   General Restrictions
   a. The use of carbon fiber and/or Kevlar reinforcement, titanium, ceramic, high strength composites and similar materials is prohibited, unless specifically permitted. The use of the word "unrestricted" in any section does not indicate their allowance.

   b. The use of materials other than those specified in section 9.1.1.D.a above for seals, bearing and bearing liners, thread locking systems, windscreens, mirrors, instruments, wiring, electronic systems, electrical systems, cooling, hydraulic and oil systems, etc., is permitted.

   D.4. Transmission
   Any transmission may be used with not more than ~~4~~ forward *change* gears and an operational reverse gear. *The gear ratios are unrestricted.*

   a. The use of automatic and/or sequentially shifted gearbox is prohibited.

   b. Electronic *and/or electro-mechanical* assisted gear change mechanisms and electronically controlled differentials are prohibited.

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

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

   D.5. Final Drive
   Any final drive unit may be used except:

   a. Drive shall be to *the* rear wheels only.

   b. The differential *shall be of standard "open" type and* cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

   D.6. Clutch
   The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon ~~F~~*f*iber clutches are not permitted.

   D.7 Chassis/Frame
   Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, ~~2010~~ *201x*. All new Formula F and *FC* cars are to be built to the specifications covered in D.7 and D.8~~. (Also required for Formula Continental.)~~ *Exceptions*

specific to FC are stated in the FC rules.

a. The chassis *and all bulkheads* shall be of steel *tube and panel* space-frame construction *only*. ~~Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)~~

The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; (i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of 25 centimeters (9.84 inches) apart (inside dimension) from the front bulkhead to the rear roll hoop. ~~Monocoque-type structures are prohibited.~~

Forward-facing braces that protect the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the *vertical and* transverse section of the frame immediately ahead of the pedals and drivers feet. *This does not preclude a secondary forward bulkhead ahead of this "front" bulkhead.)*

~~A stress bearing floor pan constructed from a minimum of .060 inch heat treated aluminum sheet or 18 gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch. The floor pan may be constructed in multiple sections.~~

~~The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.~~

~~Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than 6 inches. No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.~~

Further reinforcement of the frame structure shall be in accordance with the allowances specifically stated herein. No other methods of reinforcement will be allowed. No panels or components other than the required and optional load bearing panels may be attached to the chassis for structural purposes.

The chassis shall carry a mandatory load-bearing floorpan, and may incorporate optional load-bearing bulkhead panels on the main and dash hoops and the front bulkhead immediately ahead of the driver's feet. The optional bulkhead panels may be attached in the same manner as the floorpan fastening and use the same material requirements.

At a minimum, the floorpan shall extend from the rear main hoop bulkhead to the front bulkhead. Floorpan material is restricted to heat treated aluminum alloy, minimum thickness .060 inch, and/or steel sheet, minimum 18 gauge.

At a minimum, the floorpan shall be attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more that 6 inches apart. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails.

The floorpan may be constructed in more than one section. For its entire length, the floorpan shall consist of substantially flat panel(s) in plane(s) approximately parallel to the ground plane (not counting chassis "rake"). In addition, "stepped" or sloped floorpans ahead of the dash hoop are permitted, however, the maximum vertical distance from the point of attachment to the base of the main hoop to the point of attachment at the front bulkhead shall be 25.4mm (1 inch).

b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by *at least* one of the following methods to prevent the intrusion of objects into the cockpit.

1. Panel(s): minimum of either .060 inch heat treated aluminum (6061-T6 or equivalent) or 18 gauge steel, *securely* attached to the outside of the main frame tubes. No other material types will be allowed for these panels.

2. Reinforced body: at *a* minimum, consisting of *a minimum of* two layers of 5 ounce, bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. (5 *or more* layers are highly recommended.)

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~

The ~~material~~ *steel tubes* used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material *(equal or greater material stress area and yield strength).*

c. A firewall(s) that seals the drivers' compartment (cockpit) ~~and~~ *from* the engine compartment is required. Forward facing ducts may be installed to deliver air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver.

d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be ~~non-ferrous~~ *metal*, of any shape, and attached to the frame in any manner.

e. Instruments may be mounted in non-metallic panels (e.g., composite or plastic) securely affixed to the dash bulkhead.

~~e~~*f*. Impact Attenuators: See GCR 9.4.5.G. *Additional attenuators are highly recommended.*

~~f~~*g*. No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.

D.8. Bodywork

For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the airstream. This includes panels above or below the floor pan, and the bottoms of any side pods*, but does not include any brake ducts.*

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a. The bodywork opening giving access to the cockpit shall have the following minimum dimensions:

Length: 60cm (23.62 inches)

Width: 45cm (17.72 inches)

This width extends over a length of 30cm (11.81 inches) minimum. This minimum rectangular opening may exist anywhere forward of the firewall. Forward-facing roll bar/cage bracing and padding will not be considered in these dimensions.

Bodywork shall be of glass fiber construction, and may incorporate honeycomb, wood, or foam coring for purposes of maintaining its shape under aero loading. Kevlar reinforcement is permitted.

b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.

c. Bodywork (including undertrays, floor pan, spoiler and any attached components except for suspension components) shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39.37 inches) behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions. Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section*. Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm maximum allowed width.*

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. *Primarily vertical air diverters forward of the main hoop (e.g., "bargeboards") that stand away from the bodywork and are attached to (or through) the bodywork or floorpans/ undertrays shall be considered as creating forward facing gaps and are not permitted.*

All bodywork shall be firmly attached to the chassis.

~~For Formula Ford, a~~ *A* wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce.

Wings and other airfoil devices (“dive planes”, etc.),whose primary purpose are to create aerodynamic downforce, are prohibited.

Any part of the car that has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce.

A single rear spoiler, that may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

d. It is the intent of these rules to minimize (not eliminate) the use of “ground effects”. A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front axle centerline and the rear of the rear tires. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this reference area, the lowest surfaces licked by the air stream must be flat with a total vertical tolerance of 2.54cm.. An undertray beneath the engine, bell housing and/or gearbox is not required.

(For FF only) No part of *the* bodywork is allowed to have any down-turned fences or intermediate strakes. ~~and n~~ *N*o bodywork below the horizontal centerline of the differential and to the rear of the rear tires may be wider than 16 inches.

The perimeter of any reference area surface that transitions upward to any bodywork may use a maximum 1 inch radius.

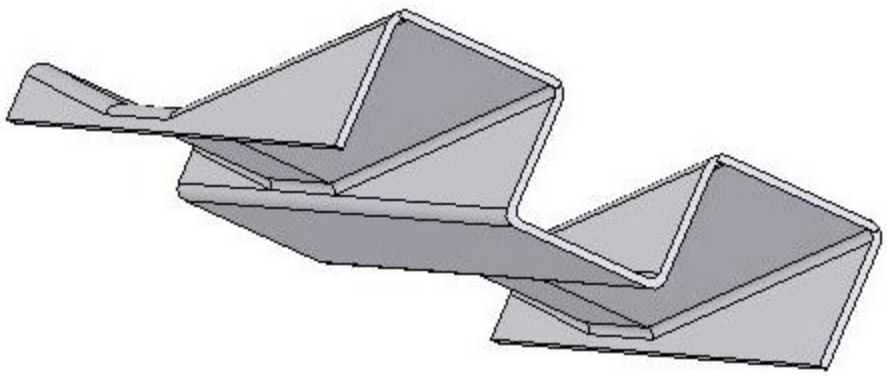
Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays are not subject to the reference area restrictions.

Fairings for streamlining suspension pickups are not subject to the reference area restrictions; however, such fairings shall be symmetrical about their horizontal axis.

Measurement for compliance of the ~~defined~~ *reference* area shall be performed as follows:

1. A non-flexible straight-edge bar shall be placed against the lower surface of the reference area in a suitable section (unworn and flat enough to prevent rocking of the bar) from which the bar can be oriented to measure all parts of the reference area. The competitor shall be responsible for the availability *and condition* of such a surface. The bar shall be of sufficient length to reach all portions of the reference area from that surface.

2. All measurements shall be taken vertically from the bar to the reference area surfaces. The total maximum vertical distance (additive upward and downward) from the bar to any part of the reference area surfaces shall be 2.54 cm. Skid blocks and or rub strips are not included in this measurement.



No aerodynamic devices (e.g., skirts, body sides, skid “planks”, undertrays, skid blocks, etc.) may extend more than 1 cm (.394 inches) below the reference area.

Shaping of the lower surfaces to create “venturi” type tunnels is prohibited. An example of venturi tunnels is shown in the following figure.

e. It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.

f. Carbon fiber is not permitted in any external bodywork. Cockpit interior panels, internal ductwork, air intakes and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

g. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

D.9. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, *mounts,* etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, *wheels*, etc., are not considered as suspension in this section.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, bushings, spring caps, abutment nuts, *mounts,* shock absorber caps and nuts. Titanium and carbon fiber *and other non-metallic composites* are prohibited *in any suspension component*.

Front and rear hub carriers shall be only steel*,* ~~or~~ aluminum *or magnesium* alloy for cars manufactured after January 1, 1983. ~~(applies to FF only)~~

Springs shall be steel only.

Control arms and all associated items that attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit*. “Anti-Intrusion” bars are highly recommended on the front suspension arms.*

Shock absorbers: Design: unrestricted; casing material: steel *and/*or aluminum alloy.

~~All components that are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. Carbon fiber is prohibited~~

It is not permitted to attach spoilers, fairings or other devices that may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to suspension members. Brake lines may be enclosed in a symmetrical fairing.

D.10. Brakes

~~Unrestricted, except that calipers shall be cast iron, and rotors are restricted to ferrous material.~~

Unrestricted, except:

a. Maximum of 4 pistons allowed per caliper. All pistons in a given caliper must be of the same size. Calipers must be ferrous or aluminum alloy.

b. Brake rotors are restricted to ferrous material.

c. Rotor hats must be metal.

Forward facing brake cooling ducts may be installed, but shall serve no other function or purpose.

B. FORMULA CONTINENTAL PREPARATION RULES

Formula Continental is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON’T. Homologation is required for all cars registered after January 1, 1983.

Description: Single seat~~er~~ racing cars as defined by these regulations.
~~All newly constructed cars shall meet the 1986 construction rules for Formula Ford cars as revised January 1, 2010, except as allowed in these Formula Continental preparation rules.~~

Formula Continental construction is governed by the Formula F rules in 9.1.1.D.1 General Restrictions, 9.1.1.D.4, 9.1.1.D.5, 9.1.1.D.7, 9.1.1.D.8, 9.1.1.D.9 and 9.1.1.D.10 as revised January 1, 201x. Any additions and/or exceptions specific to FC are as stated herein.

B.1 Chassis

~~The chassis shall be of tubular steel construction with no stress-bearing panels except bulkhead and undertray; curvature of the undertray shall not exceed 2.54cm (1 inch). Monocoque chassis construction is prohibited. Stress bearing panels are defined as: sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches). Body panels cannot be utilized as stress bearing panels, except as required for 1986 construction rules. The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.~~

~~No engine oil or water tubes are permitted within the cockpit.~~

~~It is not permitted to construct any suspension member in the form of an asymmetrical airfoil or to incorporate a spoiler in the construction of any suspension member. Symmetrical streamlining of suspension members is permitted.~~

Shall comply with 9.1.1.D.7 with the following additions/exceptions.

Additions/Exceptions: none.

B.2. Bodywork and Airfoils

Shall comply with 9.1.1.D.8 with the following additions/exceptions:

See Table 4. (*Both front and rear wings/*airfoils are a requirement for this class.) Kevlar reinforcement is permitted.
~~The use of composite materials using carbon reinforcement is prohibited, except as permitted herein.~~

~~*The use of "ground effects" is limited.* Deviation of the undertray may not exceed 2.54cm (1") in the area between the rearmost point of the front tire to the frontmost point of the rear tire. Diffuser undertrays are permitted.~~

~~Cockpit: Forward-facing roll bar/roll cage bracing and required padding will not be considered in the dimensions shown in the table.~~

"Dive Planes", downturned fences and vertical strakes are allowed. "Bargeboards" are not allowed.

Wings, airfoils, and spoilers may incorporate provisions for manual external adjustment. Provision for adjustment by the driver or remotely while the vehicle is in motion or stationary is not permitted.

The reference area of 9.1.1.D.8.d shall extend from the rearmost point of the front tires to the frontmost point of the rear tires.

Diffuser undertrays are permitted to the maximum bodywork width, but any portion within the reference area must comply with the reference area measurement rules.

B.5. Suspension
~~All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushes, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts. Titanium is prohibited.~~

~~Springs: Steel only.~~

~~Shock Absorbers: Steel or aluminum alloy body.~~

Shall comply with 9.1.1.D.9 with the following additions/exceptions:

B.6. Brakes ~~Unrestricted (with the below restrictions)~~
~~Brake rotors and calipers must be ferrous.~~

Shall comply with 9.1.1.D.10 with the following additions/exceptions:

Additions/Exceptions: none.

B.9. Transmission

~~a. The gearbox shall contain not more than four (4) forward gears and include an operable reverse gear, capable of being engaged by the driver while normally seated. The ratios are unrestricted.~~

~~1. The use of automatic and/or sequentially shifted gearbox is prohibited.~~

~~2. Electronic assisted gear change mechanisms and electronically controlled differentials are prohibited.~~

~~3. Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole~~

~~exception are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts). All change gears must be located in the case aft of the final drive.~~

~~b. Rear wheel drive only is permitted.~~

~~c. Final drive ratio is unrestricted.~~

~~d. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.~~

Shall comply with 9.1.1.D.4, D.5, with the following additions/exceptions:

Additions/Exceptions: none.

B.12. Converted Formula F

Cars shall reapply for homologation as Formula C*ontinental* cars and meet the 1986 construction rules for Formula F (9.1.1 *Sections D. General Restrictions, D.4, D.5,* D.7, D.8, *D.9 and D.10.*

GRAND TOURING

GT2

1. #1794 (Ron Tambourine) Allow Transaxles in GT2 RX-7/RX-8
   In 9.1.2, GT-2, add to Mazda RX7/RX8 Notes: "*May run transaxle with 100 lb. weight penalty.*"

IMPROVED TOURING

1. #1767 (CRB) Rule changes to authorize weight changes for old listings
   The IT Advisory Committee has recommended to the CRB certain changes and additions to 9.1.3.C. These are intended to accomplish the following goals:

   1. Reinforce the idea that there is a "process weight" based on physical attributes of the vehicle, as well as possible performance-based adjustments. It is only the performance-based part of the weight that can be manipulated as time goes on.

   2. Specifically allow changes to listings made before the last large scale ("Great") realignment. However, since these listings have been around for some time and there may be some racing history (something not possible with new listings) consideration of that history is permissible and an adjustment could be assessed with a restart of the adjustment period.

   3. Make it clear that errors may be corrected even when the normal adjustment period has expired. Examples of errors are if a car is known to make much more than expected horsepower or perhaps a math error was made during the initial classification.

   4. Maintain the "no guarantee of competitiveness" clause. During the first four years of a listing, there is a reasonable attempt to make sure it is reasonably competitive. But after that, other than in the case of an error, the escape clause which follows this text in the rules would be the only way to change that weight, and that clause is only likely to be exercised in the case of an over-dog. It is not the intent to use such adjustments at this time, however, it is understood that it might be necessary in some rare cases.

   5. The effect of all of these changes would be that some old listings (cars not changed during the last realignment and that haven't been changed since) can now have the same new-car process applied to them. This would not require the adjustment of all cars at once. The determination of the most recent weight-assignment date can be easily determined by searching Fastrack. Any such adjustments restart the adjustment period so there would be 4+ years to make additional adjustments it if it turned out that the process doesn't properly estimate their potential.

   In 9.1.3.C, replace the third paragraph with the following:

   "During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited to – manufacturer's published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based *only* on such *clearly measurable physical* factors, a minimum allowable weight shall be established. At the end of the second, third, and fourth *full* years of classification, the vehicle's racing performance relative to other vehicles in its class ~~shall~~ *may* be evaluated. If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification ~~shall~~ *may* be made. Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such a ~~"performance compensation~~ adjustment~~"~~ ~~shall~~ *may* be made. ~~Any performance compensation adjustments made after the second and third years of classification shall be provisional.~~ At the end of a vehicle's fourth *full* year of Improved Touring classification, ~~an assessment of class equity shall be made and~~ the vehicle's minimum weight shall be established.

Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.

If at any time an error is discovered in the physical factors used to assess a vehicle's weight or an error was made during the application of the weight-assignment process, the error may be corrected. Should such an error correction occur, the assessment clock will start anew. Racing history of this particular model may be considered at this time and a performance compensation adjustment may be included in the new minimum weight, and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made."

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

1. Call for Advisory Committee members

   The CRB requests that members who would be willing to serve on one of the category Advisory Committees submit a brief statement of interest. The statement should include a summary of SCCA racing experience and any other pertinent personal background information. Please state the committee on which you wish to serve. (Members who have previously submitted resumes need not respond again.)

2. GT2 Panoz Esperante GTS

   The Panoz company is no longer supporting these cars for a spec series. Thus, engines and other components will no longer be sealed. The CRB advises the owners of these cars that all of the current specifications will continue to be enforced, but that the formerly sealed components are subject to inspection in the same way other cars in the class are. The *Competition Rules* and the *Tech Guide* for these cars will be updated prior to the Runoffs to reflect the new situation. A new, detailed engine specification will be added.

NOT APPROVED BY THE CRB

GCR

1. (Multiple) National Race Scheduling
   The CRB received a request to allow National races to be schedule after the Runoffs and before the first of January under specific conditions. The CRB asked for member comment on this request. The CRB's GCR Advisory Committee discussed the positive and negative impacts of the request. The Advisory Committee considered not only the impacts of such a change for drivers but also for race officials. After balancing all considerations, the recommendation of the Advisory Committee was to continue with the current rules. The CRB concurs and will not recommend this plan to the BoD.

GRAND TOURING

GT1

1. (Multiple) GT1 weight adjustment
   The CRB asked members to comment on the desirability of an across the board 3% decrease in the weight of all GT1 cars in the interest of increasing component reliability. Based on member input, no rule change will be proposed. Thanks to all who responded.

GT2

1. #1796 (Ron Tambourine) Eliminate weight penalty for Downing Bodywork
   The current weight penalty is appropriate as listed.

SUPER TOURING

STU

1. #1293 (Kenneth Martin) Allow 52" wide rear wings
   48 inches is the maximum wing width. See proposed 2011 rules for clarification.

PRODUCTION

EP

1. #569 (Scott Taylor) request for an update to the specs for the 914-6 in E-Production
   The proposed specifications for the car include an engine that was not delivered with the car by the manufacturer. Thus, the proposed classification is inconsistent with class philosophy.

SHOWROOM STOCK
SSC

1. #1949 (Steven Simpson) Allow SSC cars to disable ABS
   Not in class philosophy.

2. #2220 (Ken Fitzgerald) Reduce the SSC Toyota Celica GTS weight by 100 lbs to 2810
   This car is classified appropriately as currently specified.

TOURING
T1

1. #2052 (William Wade) Eliminate restrictors from Ferrari F360 Challenge cars
   Thank you for your input. The current restrictor is appropriate.

2. #2053 (William Wade) Improve Ferrari F360 Challenge car OEM brakes to allow slotted rotors
   This car is appropriately classed as specified.

3. #2187 (Carl Fung) Make power steering reservoir open
   Check with other Corvette drivers; fill to “low” level.

T2

1. #1750 (Christopher Childs) T2 Lotus Final Drive
   This car is appropriately classed as specified.

T3

1. #1735 (Aaron Stehly) Please add Sway Bars to VW GTI Spec Line
   This car is appropriately classed as specified.

2. #2076 (Jim Leithauser) Update to weight request. Please read before July decision.
   The weight is appropriate as specified.

3. #2144 (Rob Piekarczyk) Allow Mazdaspeed 3 Sport Spring kit
   This car is appropriately classed as specified.

PREVIOUSLY ADDRESSED
FORMULA
F5

1. #1880 (David Vincent) Suggested Rules Change #1297:
   Thank you for your input. See July Fastrack for response.

GRAND TOURING
GTL

1. #1877 (Mark Ward) Further clarification of the rear wing rule.
   See July Fastrack Tech Bulletin, letter #1797.

IMROVED TOURING

1. #2028 (Eric Parham) Crank position sensors (CPS) and Crank-Fire ignitions
   Thank you for your input. See August Fastrack. This issue was closed with no recommendation for change.

2. #2221 (Robert Kliffel) Allow relocation of battery
   See June 2010 Fastrack letter #1187 (not recommended).

NO ACTION REQUIRED
GCR

1. #1230 (Ray Dormandy) Comments on proposed GCR changes (multiple topics)
   Thank you for your input on these items.

FORMULA
FF

1. #2394 (CRB) Additional response to letter #1772
   The CRB offers the following additional explanation to its previous response to letter #1772 in the August Fastrack.

   Formula F rule 9.1.1.D.7 requires a “stress bearing floorpan” from the front bulkhead to the rear roll hoop bulkhead and

allows it to be constructed in multiple panels. It may not have a curvature of more than 1 inch. This rule further defines a stress bearing a panel to be**:** *sheet metal affixed to the frame by welding, bonding, rivets, bolts, or screws which have centers closer than 15.24cm (6 inches)*.

To satisfy the floorpan requirement, the panels must 1) be affixed to the frame in the aforementioned fashion; 2) extend from the front bulkhead to the rear roll hoop bulkhead; and 3) abide by the 1 inch curvature allowance. This does allow a step in the chassis floorpan from the dash bulkhead to the front bulkhead; however since the step in the floor pan is limited to the 1 inch allowance, it follows that the chassis rails would also have to abide by the 1 inch allowance because the floorpan must be properly attached to the chassis rails.

GRAND TOURING

1. #2134 (John Havnen) Please classify 2001 late model Ford Taurus in GT category
   This car may already compete in Regional competition in several classes. Contact your local region for help determining proper class.

GT2

1. #1795 (Ron Tambourine) Allow 6 speed transmission
   The writer is referred to 9.1.2.F.4.e.10. 6 speed transmissions are already allowed.

GTL

1. #2101 (Mark Ward) Please review 1800 cc engine restrictor sizes
   A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

2. #2002 (Charles Leonard) Remove SIR Nissan A-Series engines, and increase overbore
   A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

3. (Multiple) Support letter #2002
   A re-examination of the entire GTLite class will take place before the end of the year (2010). Your input will be considered as part of that effort.

SUPER TOURING

1. #935 (Chris Childs) MX-5 Cup Cars cages in Club Racing
   To ease crossover competition, the Club Racing Board confirms that the *Racing Cages* roll over structures installed in current Pro Racing MX-5 Cup Cars meet the requirements of the GCR. The roll cages can be identified by a *Racing Cages* identification plate on the passenger side of the horizontal bar in the main hoop. Thus, it is not necessary to drill holes to verify the tubing thicknesses. [This confirms Racing Memo 10-12.]

2. #2251 (Jason Berkeley) DO NOT Add ST Light - We have too many classes!
   Thank you for your input. It will be considered with other member comments on the proposed rules.

3. #2277 (Travis Nordwald) Opposition to STL
   Thank you for your input. It will be considered with other member comments on the proposed rules.

4. #2263 (Kent Carter) Removal of safety structures in ST cars
   Thank you for your input. It will be considered with other member comments on the proposed rules.

STO

1. #2159 (Matt Miller) Waive hood pin requirement
   See proposed 2011 rules.

STU

1. #1775 (Kurt Omensetter) Allow 3.8 L V-6 in STU
   This has been included in the proposed rules for 2011.

TOURING

T1

1. #2156 (Brian Bates) Corvette Grand Sport Brake Pads
   Brake pads are open.

T3

1. #2167 (John Costello) T3 class-wide adjustments
   Thank you for your inputs. They will be considered as the class progresses.

RESUMES

None

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2010
NUMBER: TB 10-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/10 unless otherwise noted.

GCR

1. #2390 (CRB) Add explanations for Appendices I and J
   Add at the beginning of Appendix I (before heading for 9.4) "*This appendix is present so that cages in cars with logbooks from 2007 and earlier can be verified for compliance with the construction rules required at the time the car was built.*"

   Add at the beginning of Appendix J (above the heading for 18): "*This appendix is present so that cages in Production cars with logbooks from 2004 and earlier can be verified for compliance with the construction rules required at the time the car was built.*"

Formula
None.

Grand Touring
None.

Improved Touring
ITR

1. #391 (Chuck Allard) Classify the Porsche 911S
   In 9.1.5, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.0 (1969)	*6 cyl. SOHC*	*80.0 x 66.0 1991*	*(I) 45.0 (E) 39.0*	*9.8:1*	*89.3*	*15*	*3.09, 1.88, 1.31, 1.04, 0.79*	*(F) 282.5x20 vented (R) 286.0x20 vented*	*2365*	*Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.*

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.2 (1970-71)	*6 cyl. SOHC*	*84.0 x 66.0 2195*	*(I) 45.0 (E) 39.0*	*9.8:1*	*89.3*	*15*	*3.09, 1.77, 1.22, 1.08, 0.75*	*((F) 282.5x20 vented (R) 286.0x20 vented*	*2505*	*Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.*

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Porsche 911S 2.4 (1972-73)	*6 cyl. SOHC*	*84.0 x 70.4 2341*	*(I) 46.0 (E) 40.0*	*8.5:1*	*101.2*	*15*	*3.18, 1.77, 1.125, 0.82; 3.27, 1.94, 1.26, 0.96, 0.75*	*(((F) 282.5x20 vented (R) 286.0x20 vented*	*2630*	*Other transaxle gear sets that can be shown through factory documentation to have been available for factory order on a new car are allowed.*

2. #1754 (Ronald Earp) Classification of 2005 V6 Ford Mustang
   In 9.1.5, ITR, add:

ITR	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Ford Mustang (2005)	*6 cyl. SOHC*	*100.4 x 84.4 4010*	*(I) 46.1 (E) 39.1*	*9.7:1*	*107.1*	*16*	*3.75, 2.19, 1.41, 1.00, 0.72*	*(((F) 292.1x30.5 vented (R) 299.7x19.0 vented*	*2955*	

ITS

1. #1952 (Elias Harik) Class request for 2000 MR2 Spyder (ZZW30 chassis)
   In 9.1.5, ITS, add:

ITS	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
Toyota MR2 Spyder (2001-03)	*4 cyl. DOHC*	*79.0 x 91.5 1794*	*(I) 32.0 (E) 27.5*	*10.0:1*	*96.5*	*15*	*3.166, 1.904, 1.392,1.031, 0.815;*	*(((F) 253.0x20 vented (R) 262.0x16 vented*	*2275*	

ITA

1. #2026 (Eric Parham) Corrections and Weight Review
   In 9.1.3, ITA, Volkswagen Scirocco 16V (86-88), correct the rear brake diameter from ~~239~~ to *226* and delete ~~Bosch K-Jetronic Fuel Injection~~ from the Note. [Weight will not be adjusted at this time.]

Super Touring

None.

Production

EP

1. #2331 (Richard Barlow) Track correction Nissan 240-SX/S13
   Effective immediately, in 9.1.5, EP, Nissan 240-SX / S13, correct track from ~~1524/1524 (60.0/60.0)~~ to *1572/1567 (61.9/61.7)*.

American Sedan

None.

Showroom Stock

None.

Spec Miata

1. #2404 (CRB) Tie rod ends
   Add a new subsection, 9.1.8.C.4.n: "*All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A*". [This allowance is implied; this addition makes it explicit.]

Sports Racing

None.

Touring

T2

1. #2210 (Richard Kulach) 350Z header request #1264/BMW Z-4 correction
   In 9.1.9, T2, BMW Z4 M Coupe (2007), correct Notes by changing "~~header~~" to "manifold". [The 350Z header request remains not recommended.]

T3

1. #2122 (CRB) Cobalt (05-07) competition adjustment
   In 9.1.10, T3, Chevrolet Cobalt SS (05-07), change weight from ~~2950~~ to *3025*. In Notes, add: "*Stage Two Supercharger kit, part #17803229 (includes Belt -#12597993 and Injector kit -#12597995) permitted."*