Technical Proposal 2015 for 2016 Season - v3 TC Details

Technical Proposal Number	Proposed by	Seconded by	Submitted Wording	Supported by the Technical Committee	Adjusted Wording Needed	Adjusted Wording	Comments
TP1	MA Fox	A Graham	Cars shall have a minimum wt of 655kg inclusive of driver at all times,during and at completion of practice and racing.24hr and enduro race,a weigh scale to be placed in the pit lane which has to traversed by each car entering the pits.				TC agree in prinicple - but not recommending due to TP17 proposal. Possible mobile weighbridge - Approximate cost £5000
TP2	MA Fox	A Graham	Any undertray or tank guard can be any area within the plan of the car.	N			TC took vote. Result - Not to be recommend at AGM - concern of unnecessary development area
TP3	MA Fox	A Graham	Club camshaft tolerances are: lobe centre angle +/-1/2 degree, lift +/- .005"	Y			Data supplied by Kent Cams - Check against Club Website data. Tolerances may be too tight due to poor machining by Kent Cams - Technical Committee to advise.
TP4	A Carter	A Bollons	To let the road slc chassis be also eligible for racing. As i understand it the chassis that are approved for racing are as such to make sure they are manufactured by a recognised fabricator/company so would like to propose that any slc chassis is good for racing.			PROPOSAL WITHDRAWN BY PROPOSER	Ken Hanna (owner of SLC) says the road SLC chassis is 50% less stiff than the race SLC chassis. The race SLC chassis has the same torsional stiffness more or less as a new Citroen chassis. The cost of him converting a road to race spec is not fincially viable for him to do. As an official club supplier he would like to see only race SLC chassis used for safety reasons.
TP5	A Carter	A Bollons	I would like to propose the removal of any flap type glass on front doors on safety grounds.	N			TC took vote. Result - Not to be recommend at AGM - general view was a net can be used to keep arms inside car in the event of a crash
TP6	R Hollis	M Hollis	Allow double universal jointed steering columns	Y			Previously agreed at technical committee meeting
TP7	R Hollis	M Hollis	Allow quick release steering wheels	Y			Previously agreed at technical committee meeting
TP8	R Hollis	M Hollis	Allow modified tensioner arms to allow for non-standard alternators	Y			Previously agreed at technical committee meeting
TP9	R Hollis	M Hollis	Allow the rear view mirror to be moved from its standard position	Y			Previously agreed at technical committee meeting
TP10	R Hollis	M Hollis	Allow the washer jet to be moved from its original position	Y			Previously agreed at technical committee meeting
TP11	R Hollis	M Hollis	Allow the rear light spacers to be removed	Y			Previously agreed at technical committee meeting
TP12	R Hollis	M Hollis	Allow the removal of the back metal of the points box	Y			Previously agreed at technical committee meeting
TP13	R Hollis	M Hollis	Damper (Shock absorbers) adjustable and non-adjustable reservoirs not to be located inside the car	Y			Previously agreed at technical committee meeting
TP14	R Hollis	M Hollis	It is not allowed to add inserts to the inside of the Weber carburettor.	Y			Wording added due to cars being picked up for infrigements post race at Cadwell Park 2015 but the rules were too vague to inforce. TC took a vote - Result - To be recommended at AGM - All agreed that this was the original intention of the rules.
TP15	R Hollis	M Hollis	It is permissible to add a bracket or tube from the chassis side to the front/rear cage feet	Y			Safety feature. TC took a vote - Result - To be recommended at AGM - Agreed that this was a good solution to providing addition support to the front cage leg feet for safety reasons without having to cut into the chassis. The solution allows for a batch of a design to be made and sold or for it to be handmade by the competitor. Dimensions and thicknesses of materials were decided on.
TP16	N Roads	C Wills	Create a UK Hybrid class - see additional notes	Y			TC took a vote - Result - To be recommended at AGM - Agreed that this was useful for those racing at Spa and wanting to run in a UK spec BMW class.
TP17	P Robertson	S Fritchley	Cars must be presented for weighing with a full (to the brim of the filler) tank of fuel. The weight of 25 litres of fuel will be subtracted from the gross weight to give the net weight of the car. This net weight plus the average weight of all the drivers must be 655kgs or greater.				TC agree in prinicple with an amendment - but not recommending due to TP1 proposal
TP18	P Robertson	S Fritchley	Heated front windscreen to be banned	N			TC took a vote - Result - Not to be recommended at AGM - Majority view was that this was a useful technical addition to the cars on safety grounds.
TP19	M Harrold	P Sparrow	Shock absorbers are 'free'. Except that those with remote reservoirs are not allowed. Such shocks can be run in 2016, but they must be declared before the begining of the season and cars so equipped will run with a 5kg weight penalty.	N			TC took a vote - Result - Not to be recommended at AGM -TC did not deem necessary
TP20	G Oswin	S Fritchley	I would like to propose the minimum mandatory fitment of a 5 point race harness. With the new regs about wearing a Hans device next year I think that a 5 point harness should be mandatory because with someone sliding under the belts they could be injured by the Hans device itself!	Y			TC took a vote - Result - To be recommended at AGM - Majority agreed that this was a good safety improvement especially with the introduction of the HANS device.
TP21	R Hollis	M Hollis	Permissable to machine weber carb spacer block to allow for offset bolts			PROPOSAL WITHDRAWN BY PROPOSER	Offset bolts allow a standard manifold to except a Weber or Solex carb without any machining to the manifold.
TP22	R Hollis	M Hollis	Allow 2CV City manufactured chassis (modified with the additional plates to strengthen side rails) in Economy Class			PROPOSAL WITHDRAWN BY PROPOSER	Encourage more people to build cars - may require more testing to determine torsional stiffness
TP23	P Myatt	N.Paton	To allow a Belgian steering arm modification. This consists of a simple piece of steel angle fastened to normal steering arm rack mounting points, this effectively locks the two together, the steering arms are then modified with the addition of a female rose joint to fasten to this bracket. Reasons; It makes the steering arms straight, preventing the common failure at the bend or rack end. It spreads the steering force loads into the rack better preventing excessive steering rack wear. Advantages; low cost - simple piece of steel angle. Reduces rack wear and thus refurb costs. Makes the assembly more reliable. Reducing maintenance/failure costs.	N			See photo. TC took a vote - Result - Not to be recommended at AGM - TC did not deem necessary for UK championship. TC did not know of many incidents where the steering arm has failed or the rack had failed as a result of the original system. TC keen not to move away from the original Citroen system.