

Classic 2cv Racing Club Technical Proposals for 2017 Season.		
Technical Proposal Reference	Regulation	Submitted Wording
TP1-2017	5.10.4	Only the following alternators are allowed: a) Standard 2CV type (I think there might be 2 types, but I'm not sure) b) 652cc Visa type c) Wasp type 'I suggest that we get some manufacturer's part numbers if possible and be a lot more specific than I've been above' PS Suggested: Permissible to Fabricate Brackets for Wasp type. AB suggestion: Make alternators free, many variations and models in use.
TP2-2017	5.6.2	It is permitted to fit extension plates to the pedals. LT suggested addition: It is permitted to re-enforce the pedal (Specification Required) I'm thinking here that we don't want boxes built on top of the pedals (although I've never seen anybody try that), but we need to allow the thin plate type pedal extensions that everybody has fitted. There isn't a section in the Regs for pedals, so I'm not quite sure where to put this – maybe in the 'Interior' section?
TP3-2017	5.13	Use of Nankang CX668 145 Tyres as control tyre.
TP4-2017	5.6.2	It is mandatory for all race cars to be fitted with a club supplied vehicle identification plate at all times. The identification plate will be x mm long and y mm wide and must be attached to the near-side roll cage door bar. Dimensions of identification plate (x and y above) are to be supplied later.
TP5-2017	5.7.5.3	I would like to propose on safety grounds that foam air filters be banned from use at the earliest opportunity.
TP6-2017	5.6.3	I would like to submit a proposal to allow the vent flap and its linkage to be removed and replaced with a metal panel. The metal panel can be designed to provide an alternative form of ventilation into the cabin than the original method. The panel can be drilled to allow mounting for battery and fire extinguisher cable or button operation.
TP7-2017	5.4	Should a driver with a disability (for example a wheelchair user) wish to make technical changes to their car not otherwise permitted in these regulations in order to allow them to compete, they may apply in writing to the technical committee and club board for permission to make those specific changes detailed in their application.
TP8-2017	1.6	Success Ballast LT suggestion: use BTCC regs as basis.
TP9-2017	5.6.3.16	Composite Panels Prices are: - Set of front wings (to be mounted by yourself): 350 euro + VAT - Set of front wings outer side: 210 euro + VAT - Bonnet with incorporated hinge: 270 euro + VAT - Set of rear wings 170 euro + VAT.
TP10-2017		Permissible to make track rods in conjunction with 'X' material of 'X' Thread.
TP11-2017	5.7.5.3	Carb Inserts
TP12-2017	6.1.1	UK Hybrid Allowed to Compete in 2017 UK 24Hr.
TP13-2017	5.6.3.15	Fibreglass (composite) splitters to be allowed. Front wings and bonnets are allowed to be so why not? I have had some made and are exactly like the ones made out of abs at just over half the cost. Postage wouldn't apply as I could bring ordered spoilers to the track. Also they are stiffer and don't flex as much.

TP14-2017	1.6	Points system – somehow make the system more representative of single driver performance. (Look at matts average finishing position and then his final standings) If this can be done fairly of course. Matt Hollis did 8th, 5th, 7th, 7th, 14th, 7th, 10th, 11th and 13th and technically was at worst top ten throughout the season (average) but finished 12th.
TP15-2017	5.7.1.6	Clarification on the barrel measurement procedure - Why remove any shims only to replace them? Surely then the barrel doesn't need to be removed for this inspection to be made. Proposed wording: Barrel dimensions It is permissible to machine the barrels to obtain the dimension detailed on illustration D. It is permissible to machine the crankcase halves to obtain the dimension detailed on illustration D. Method for repeatable measurement of barrel dimension: Step 1: Ensure plates and barrel surfaces are clean Step 2: Fit plates and tubes with nuts finger tight Step 3: Starting with the top front nut, followed by the top rear nut and finally the bottom nut, tighten to 5 lb ft. Step 4: Follow the above sequence, tightening to ten (10) lb.ft. Step 5: The rectangular bar of measurement 395.00 s should be inserted then a feeler gauge of 0.5mm must pass between the end of the bar and the plate. It is permissible to fit spacers between the barrel and crankcase to increase either the cylinder head volume or the barrel to barrel dimension. If both dimensions are to be changed, more than one spacer must be fitted. Any spacer fitted under the barrel, to alter the cylinder head volume, must be removed from the barrel prior to the barrel dimension being measured. The scrutineer will fit a spacer of equal thickness to the spacer removed from beneath the barrel to the cylinder head prior to the head volume being measured. If spacers are fitted, their use must be declared before the engine is stripped at the request of the eligibility scrutineer, to check compliance with the regulations.
xx	5.7.1.6	"Illustration D" shows the wrong barrel measurements. This NEEDS to be changed to 395.50mm, otherwise any one failing a check on the barrel dimensions could argue the regs aren't clear.
TP16-2017	5.7.7	To allow use of the 123 ignition
TP17-2017	xx	To allow UK Hybrid cars to participate in all UK racing
TP18-2017	5.7.1.2	To allow Newman cams to be an alternative supplier of the club cam
TP19-2017	UK Hybrid Regs 2.6	Any 15 inch wheel rim and any production car tyre up to 175 profile to be permitted.
TP20-2017	6.4.2	May I propose that headlights on 2CV cars for the 24hr race are painted yellow, iconic French style. Two reasons: It makes them more French When driving in the 24hr race and you see headlights in your mirror you will be able to identify if the car will be traveling at a similar speed if you are in a 2CV or potentially faster than a 2CV. Ie White headlights are faster Euro/Mini/C1 and yellow slower.