

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 7, 2015

The Club Racing Board met by teleconference on July 7, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Terry Hanushek, guest BoD member. The following decisions were made:

Member Advisory

None.

No Action Required

FF

1. #17124 (Dan Johnson) Comment on Spec Tire for Formula F (Ford to Me)

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF for the 2016 racing season, see letter #16038, February 2015 Fastrack Minutes. SCCA has asked tire manufacturers for proposals concerning what they would offer to become the spec tire.

SRF3

1. #17103 (James Marinangel) Bump Drafting at Daytona (and Other Locales)

Thank you for your letter.

EP

1. #16423 (David Mead) Classify 78-83 Porsche 911SC in EP-LP trim

Thank you for your request. The CRB has requested a VTS for this car and has not received it. The CRB asks that the author provide the VTS in another letter so that the car can be considered for classification.

2. #17039 (James Rogerson) Aero Package Allowances

The notes for this car allow use of the factory hardtop and thus the wing in question is permitted.

STL

1. #17111 (Gregg Ginsberg) Sneaking in a Change in Compression Ratios

Thank you for your feedback.

2. #17119 (Gregg Ginsberg) Follow Up to Letter #17111

Thank you for your feedback.

Not Recommended

AS

1. #16993 (Jim Wheeler) Rear Camber

Thank you for your request. The rule is adequate as written.

2. #16996 (Jim Wheeler) Reduce Dog Box Weight

Thank you for your request. The CRB will continue to monitor additional data to determine if changes need to be made to the weight penalty for dog box transmissions.

FF

1. #17129 (Steve Bamford) Honda vs. Kent

Thank you for your letter. The CRB does not have resources for independent dyno testing of engines and to date no relevant data has been provided that would justify a performance adjustment. The CRB is willing to review any new, verifiable engine dyno data on both engines. On track data via SCCA's data boxes has not been gathered for this class. Due to the fact that this is a formula class and on track performance is influenced by numerous factors other than engine power, dyno data would be preferred.

P2

1. #17198 (Jeff Shafer) Hayabusa 1340cc in Stohr

Thank you for your letter. The Stohr WF1 with a 1340 Hayabusa engine is currently classified in both P1 and P2 with specific criteria for each class. The CRB does not recommend this change to the P2 engine table at this time. The CRB will task the FSRAC to look at data after the 2015 Runoffs.

GCR

1. #17091 (Stephen Hyatt) Sections 9.2.1.H and 8.1.3

Thank you for your letter. 9.2.1.H provides the Chief Steward flexibility in enforcing a rule where, in his/her determination, it is the appropriate way to address a particular situation. The CRB and the GCR Advisory Committee agree with the Court of Appeals on their determination that the Chief Steward acted within the authority granted by the GCR. While the CRB understands your concerns, the rule as written provides a limited and appropriate level of flexibility to the stewards in GCR rules enforcement.

2. #17094 (Michael Fultz) GCR 9.2.1.H

Thank you for your letter. Please see the response to letter #17091.

IT

1. #16989 (Gregg Ginsberg) Short Shifter Input

Thank you for your feedback.

EP

1. #17123 (Larry Svaton) Follow Up to Previous Request

Thank you for your request. The performance of cars classed in EP will continue to be monitored. The CRB does not believe at this time that adjustments are required.

ST

1. #17114 (Eric Heinrich) Remove +2% Weight Adder for all non-USDM Engines in ST

Thank you for your letter. The CRB will continue to monitor class performance.

2. #17125 (Eric Heinrich) Remove Integra Type R +2% Weight Adder in ST

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor class performance.

STU

1. #16957 (Dan Goodman) E36 M3 in STU - Rules Change Request

Thank you for your request. The CRB does not recommend larger wheels. Weights are currently under review.

2. #17155 (Chris Jurkiewicz) Change Wheel Width Limit From 8

Thank you for your request. The CRB does not recommend this change at the time. The CRB will continue to monitor any need for increased wheel size in Super Touring.

T1

1. #17203 (MARC HOOVER) Mazdaspeed Miata Alternate Engine Specifications

Thank you for your letter. The CRB believes this request has several components that are not consistent with Touring rules.

T2

1. #17066 (David MacNeil) 200 lb. Weight Penalty for E92 M3

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

2. #17072 (Harley Kaplan) Class Disparity

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

3. #17089 (John Buttermore) T2 Class Parity

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

4. #17206 (Peter (Tony) Lewis) Alternate Camaro Z/28 Performance Exhaust System

Thank you for your letter. The exhaust you are requesting is already allowed in T2. The manifold/header portion of your request is not recommended.

T3

1. #17031 (Richard Kulach) Nissan 350Z & 370Z Weight Penalty, Reference Letter #16803

Thank you for your request. Based on class review, results and data, this car is competitive as classed. The CRB will continue to monitor the class with recent adjustments made.

T4

1. #16932 (Derrick Ambrose) Classify the 2011-2014 Mazda 2
Thank you for your request. The CRB does not recommend classifying the Mazda 2 in T4, and it will remain classified in B-Spec.

2. #16988 (Toby Grahovec) Remove the BMW Z4 50mm Restrictor
Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

3. #17000 (Ralph Porter) Restrictor Plate
Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

4. #17008 (Philip Royle) Intake Restrictors Causing Engine Damage
Thank you for your letter. Please consult with your tuner or HPD for a resolution to this issue.

5. #17220 (Anthony Cuthbert) Replace Diverter Valve
Thank you for your letter. This request is not permitted as part of current Touring rules.

Recommended Items for 2016

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 www.clubracingboard.com.

GCR

1. #16791 (Jim Wheeler) New Specialty: Race Data Technician
Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

5.11.5. Race Data Technicians

Data Technicians are optional Officials whose duties include:

- A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.*
- B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.*
- C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.*

GT1

1. #17272 (Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers
Change 9.1.2.D.8.k.1:

k. Spoilers

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ *five (2-0-5.0)* inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

Taken Care Of

GCR

1. #16889 (Kent Carter) Drone Rules
Thank you for your support. Please see the final wording for letter #15776 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

2. #16891 (Sean Hedrick) Compliance Review
Thank you for your support. Please see the final wording for letter #14612 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

3. #16968 (Tim Myers) In Support of Data Technician
Thank you for your support. Please see the response to letter #16791.

4. #17015 (Don Knowles) Establishing Data Collection and Analysis as an SCCA Specialty
Thank you for your letter. The Specialty Manual will clearly define where and how data will be used.

5. #17016 (Sean Hedrick) Supports Data Technician
Thank you for your support. Please see the response to letter #16791.

6. #17023 (Dean Bailey) 16791---No to Data Tech
Thank you for your feedback. Please see the response to letter #16791.

7. #17024 (Dean Bailey) Suspension of Using Data Acquisition for Monitoring Classes
Thank you for your feedback. Please see the response to letter #16791.

ITB

1. #16916 (Alex Ratcliffe) Classify 2007-2009 Mini Cooper for ITB
Thank you for your letter. Please see the response to letter #16917, Technical Bulletin.

EP

1. #16424 (David Mead) Addendum to Letter#16423 EP Porsche 911
Thank you for your letter. Please see the response to letter #16423.

T2

1. #17102 (CJ MOSES) Mitsubishi Evo 9 T2/T3 Classification Adjustment
Thank you for your request. Please see the response to letter #17218.

2. #17139 (John Buttermore) Follow Up to Letter #17089
Thank you for your letter. Please see the response to letter #17089.

T3

1. #17032 (Robert Schader) Review Weight Penalty on 350Z
Thank you for your letter. Please see the response to letter #17031.

2. #17033 (David Muramoto) Opposes Weight Increase for Nissan 350Z HR
Thank you for your letter. Please see the response to letter #17031.

3. #17157 (Patrick Womack) Make Z4M Competitive
Thank you for your letter. Based on other models similar to yours, this car is competitive as classed. Also recent adjustments were made for this model.

4. #17192 (Chris Outzen) Reconsider the Minimum Weight of Nissan 350Z HR
Thank you for your letter. Please see the response to letter #17031.

What Do You Think

GCR

1. #16154 (Jason Isley) Automatic/CVT trans
Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and continuously variable transmissions for all classes.
The CRB is seeking feedback on this.

Please submit your feedback through the CRB letter system at crbscca.com.

LC

1. #16595 (David Parker) 9.1.C.2.b
The CRB is seeking feedback on the Legends Cars tire rule. The INEX/600 Racing Legends Cars series has a spec tire that can be obtained from Legends Cars International. The SCCA allows Legends cars to run any DOT 205/60/13 tire. Should the current SCCA tire rule be maintained for SCCA Club Racing? Or, should SCCA adopt the INEX/600 Racing Cars series spec tire?

Please send your feedback through the CRB letter system at crbscca.com.

RESUMES

1. #16937 (Lansing Stout, Jr.) Interest in Touring Advisory Committee
Lansing Stout has been added to the Touring Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2015
NUMBER: TB 15-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/31/2015 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FA

1. #17202 (John Bauer) Remove Duplicate Spec Line
In FA, remove spec line K from the Formula Atlantic engine table and re-letter the following spec lines accordingly.

GCR

1. #15918 (Rocky Enriken) Listing of All Classes in GCR
In GCR section 9.1.1, add table below as new 9.1.12. and renumber all of the following:

9.1.12. OTHER REGIONAL CLASSES

Legends Cars	(LC)	Regional Class (GCR 9.1.C.2.b)
Spec Mustang	(SMG)	Regional Class (Appendix M, also eligible for T2)
STO	(STO)	Regional Class (Appendix K, also eligible for GT2)
Super Production (SP)		Regional Class (GCR 9.1.C.2.a)
Trans-Am 2	(TA2)	Regional Class (Appendix L, also eligible for GT2)

2. #16462 (Frank Diringer) Licenses and Types
Delete Appendix C, section 2.8.D. Regional/National competition licenses have been migrated over to Full competition licenses.

3. #16873 (James Bell) Fire Suppression Systems

In section 9.3.23, clarify as follows:

"All cars shall be equipped with an On-Board Fire System. **except As a substitute**, Touring, Spec Miata, Super Touring and Improved Touring *may be equipped with a hand-held fire extinguisher as specified by Section 9.3.23.*"

Grand Touring

GT1

1. #17030 (Jim Wheeler) Clarify Trans Am Cars in GT1
Change 9.1.2.D.8.k.1:

"A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 2.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground."

Note: The REC portion of this letter can be found in letter #17272.

Improved Touring

ITB

1. #16917 (Alex Ratcliffe) Correction Meant 2007-2010 Mini Cooper

In ITB, classify the 07-10 Mini Cooper as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mini Cooper 1.6L (07-10)</i>	<i>4 Cyl DOHC</i>	<i>77.0 x 85.8 1598</i>	<i>(I) 28.8 (E) 26.0</i>	<i>11.0:1</i>	<i>97.1</i>	<i>15</i>	<i>3.214, 1.792, 1.194, 0.914, 0.784, 0.683</i>	<i>(F) 280x 22 Vented Disc (R) 259 x 10 Solid Disc</i>	<i>2555</i>	

ITS

1. #17067 (Tim Wise) Update MX-5 ITS Line to Include the 2010-2015 Mazda MX-5

In ITS, Mazda MX-5 (06-09), add 2010 model year.

Note: The Improved Touring Category only allows vehicles that are at least five model years old.

Production

1. #17169 (Toby Larsson) Add BMW 325is M-Technic to EP

In EP, classify the 1994 BMW 325is M-Technic as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW 325is M-Technic (1994)</i>	<i>2</i>	<i>2650 * 2716 ** 2783</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x2.95"</i>	<i>152.1 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.38" (E) 1.20"</i>	<i>Fuel injection Throttle Bore 2.52"</i>	<i>106.3"</i>	<i>63.8"/64.4"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW 325is M-Technic (1994)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.4"x1.1" vented (R) 12.3"x.79" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

Spec Miata

None.

Super Touring

ST

1. #17133 (Greg Amy) E&O STCS Rear Wing

Clarify GCR section 9.1.4.D.4 by adding a new sentence a. and renumbering as follows.

"a. A rear wing may be added."

2. #17147 (Eric Heinrich) E&O mirror language in ST

In section 9.1.4.C., clarify mirror usage as follows:

"14. Any interior or exterior mirrors may be used."

Touring

T2

1. #17073 (Harley Kaplan) e92 Sway Bar Problem

H&R sway bar parts have been confirmed not available and been on back order for months with no expected ship dates.

“StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. ~~H&R sway bars part number 70053 and 71053 permitted.~~
Any front sway bar front 32.2mm and 25.4 rear allowed. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. 3600 lbs. if aftermarket brake system is used.”

2. #17199 (Dave Schotz) 98-02 Camaro and Firebird Line Items

In T2, Pontiac Firebird (98-02), add to the notes as follows:

“Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed.”

T3

1. #17218 (Touring Committee) Competition Adjustments T3

In T3, make the following competition adjustments:

Subaru WRX STI (03-07) weight: ~~3600~~ **3400**

Max tire size: ~~245~~ **275**

Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06)

Weight: ~~3500~~ **3400**

Max tire size: ~~245~~ **275**

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z:

HR Motor weight: ~~3500~~ **3550**

2. #17313 (Touring Committee) T3 Nissan Corrections

In T3, change the 350Z/370Z weights as follows:

Nissan 350Z Track/Touring/Standard/Nismo (03-08) ~~3500~~ **3450**

Nissan 370Z (09-13) / 370Z NISMO Edition (09-11) ~~3475~~ **3425**

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | July 8, 2015

Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Brian McCarthy

Reports:

Board of Directors Report

- TNIA – Portland
 - 101 participants

Ongoing Business:

Time Trials Administration Council – reorganization

- TTAC members need to contact Heyward regarding future roles

New Business:

- Time Trials issuing Competition Licenses
 - Club Racing observers MAY renew licenses based on Time Trials participation
- Drones at a TT event
 - Verify what existing language covers (Club Racing only or all events)