

CLUB RACING BOARD

NOTE: This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about April 20.

CLUB RACING BOARD MINUTES | April 4, 2017

The Club Racing Board met by teleconference on April 4, 2017. Participating were Jim Wheeler, Chairman; David Arken, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

ST

1. #21727 (Super Touring Committee) Seeking Resumes

The Super Touring Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

No Action Required

B-Spec

1. #21719 (Ian Korf) Recent Yaris Changes are Against the Spirit of the Class

Thank you for your letter. The cold air box from K&N is allowed but not required for the Toyota Yaris. The OEM air box is also allowed.

GT1

1. #21541 (Howard McCall) Recent Action on FIA GT3 Porsche

Thank you for your feedback.

GT2

1. #21232 (John Hansen) Classify the 2007-2013 BMW S65 Engine

Thank you for your letter. This engine is already listed on the BMW specification line. Please see the April 2017 GCR.

2. #21535 (Steven Pounds) GT2/ST Change for Clarity

Thank you for your letter. ST cars classed in GT2 are not required to run the specification tires of their series; they just have to run a DOT tire of the appropriate size.

ITS

1. #20535 (Christopher Childs) Civic Weight Review

The CRB has found no data to support a change at this time. The CRB asks that if competitors request a weight change that will deviate from the published process, that they also submit data (preferably multiple sources) to support such an adjustment.

2. #21653 (Owen Schefer) Is There a Typo for ITS Tire Sizes in GCR Section 9.1.3.D.7.a.6.?

Thank you for your letter. The rule is written as intended. The intent of this rule is to maintain the current performance envelope while still allowing for alternate wheel widths. This gives competitors choice in combinations that best suit their needs and budget.

T2

1. #21583 (Ron Randolph) New Rule Allows T2 to Jump to T1

Thank you for your letter. The rule is clear as written. T1 weight is T1 weight and T2 weight is T2 weight.

The rule allows you to race up 1 class in Touring if your car is legal for the regular class it races in. You can race your car in T1 at your T2 weight and specifications with no changes.

2. #21596 (Ron Randolph) Can Touring Cars Jump to Higher Class

Thank you for your letter. Touring cars are allowed to run in a higher Touring class (so, yes, a T2 car can run in T1). The rule is correct as written.

T3

1. #21547 (Glenn Long) Mazda Update

Thank you for keeping the CRB updated with any changes to the Global MX-5 Cup Car. The CRB will monitor the car to ensure the changes will work with the car in Club Racing.

Not Recommended

AS

1. #21714 (Mark Muddiman) Comment on 21581 - Steering Removal Language is Too Vague

Thank you for your letter. Any OEM steering rack that came on any car listed in a vehicle's specification line is available to the competitor for use, so listing specific rack ratios on specification lines or in the rules would be redundant.

B-Spec

1. #21626 (Charles Davis) Remove Wheel/Rim Weight Requirement in GCR Section 9.1.10.E.8.

Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class. There are 13 pound wheels available for all B-Spec cars.

GCR

1. #21659 (Blake Thompson) Request to Qualify for the Runoffs With PWC Results

Thank you for your request. The PWC is no longer part of SCCA. Only SCCA Pro races offer credit toward the Runoffs requirements.

GT2

1. #21292 (Jerold Lowe) BMW E46 M3 Body Kit Approval

Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

2. #21639 (Mike McAleenan) Request Approval of BMW E36 with Flossman/Flobman GTR Body Kit

Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

3. #21644 (Amir Haleem) Classify Toyota Supra with 2JZGTE Engine

Thank you for your request. The CRB does not recommend this.

4. #21690 (Amir Haleem) For Toyota Supra, Allow Built 2 Apex V8 Throttle Body Kit

Thank you for your letter. This is an ST car in GT2 and must maintain compliance to the ST rule set.

GTL

1. #21555 (Joe Harlan) 15 Inch Penalty

Thank you for your letter. The weight penalty is appropriate as specified.

2. #21556 (Joe Harlan) +1mm SIR Option

Thank you for your letter. The weight penalty is appropriate as specified.

EP

1. #21649 (Jacob Feigenbutz) Classify the Subaru Impreza WRX (03-07) - RWD Only

Thank you for your letter. At this time, turbocharged engines are not being classified in Production. There are other classes in SCCA where this car can be raced with the rules allowing significant changes to be made to the car.

HP

1. #21773 (Mike W. Ogren) Please Add Weight to the Early Honda CRX

Thank you for your letter. There is insufficient competition data to warrant this change.

Prod

1. #21772 (Mike W. Ogren) Consider a Track Allowance With the Eight Inch Wheel Allowance

Thank you for your letter. A number of cars in Production have tire/wheel to suspension clearance issues and those require modification of the suspension components within the limits of the rules. This is not an unusual issue that warrants a track allowance.

STL

1. #21718 (Chip O'Toole) Make New STU Allowance Universal to STL/U

Thank you for feedback. There is currently no intention to change this for STL.

T1

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP

Thank you for your request. The CRB does not recommend this change at this time. Recent changes to T1 LP will be monitored.

2. #21710 (Michael Pettiford) C6 Corvette GS and Mustang Adjustment

Thank you for your letter. The SCCA data analysis team created a report that concluded the car is competitive as classed.

3. #21711 (Ryan Upham) E36 M3 Classification

Thank you for your letter. This car is classed appropriately (the weight 2650 lbs is greater than the 3.2L but less than the 3.4L engine cars). The T1 rules describe legal aerodynamics in 9.1.9.1.B.

T2

1. #21594 (Ron Randolph) Rear Wheel Width Porsche T2 Cayman 06-08

Thank you for your letter. The CRB does not recommend this. Competitors are reminded that max tire size for Touring classes means you can run up to that max tire size.

2. #21706 (Steven Glaab) Spring Rate/Type Adjustment for the C5/C6

Thank you for your request. The CRB does not recommend at this time.

3. #21722 (Darrell Anderson) Allow Adjustable Shocks for the 2015 Mustang

Thank you for your letter. The shock rule is adequate as written. The Touring Advisory Committee provided some clarification information about the shock rule, in an email to the author.

4. #21724 (Darrell Anderson) Give the 2015 Ford Mustang GT More Power

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will evaluate the performance of this car in 2017.

T3

1. #21638 (Julian Macias) Classify the 2017 Honda Civic Si

Thank you for your letter. This car is not currently available for sale in dealer networks. When it is available, the CRB will classify the car in T3. The CRB will retain the VTS for validation when the car is available to the public.

Recommended Items for 2018

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.

IT

1. #20977 (Lawrence Slivinski) Allowing Removal of Front Door Windows

Thank you for your letter. Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065" aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

T2

1. #21582 (Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08)

In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

3. #21675 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE
Thank you for your request. Add to the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5).

Taken Care Of

P1

1. #21792 (SCCA Staff) 64mm Stock Throttle Body for CN Cars

Thank you for your letter. Please see the response to letter #21632, Technical Bulletin.

GT2

1. #21299 (Ken Billimack) 991 GT1 to GT2 Additional Information

Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

2. #21527 (Tim Kezman) Move 991 GT3 Cup to GT2, 997.1 BOP

Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

T2

1. #21440 (Gino Carini) BMW M235iR

Thank you for your request. Please see the response to letter #21534, April 2017 Fastrack Technical Bulletin. The correction for T2 has been implemented.

2. #21667 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Please see the response to letter #21675.

3. #21674 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Please see the response to letter #21675.

What Do You Think

AS

1. #21799 (American Sedan Committee) Tire Ideas for American Sedan

The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below ideas for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on these ideas. Potential implementation dates have not been discussed, should either of these ideas be recommended to the CRB.

The AS Ad-Hoc Committee seeks feedback on a tire rule for Majors events and the Runoffs.

1. Restrict each American Sedan driver to one set of four dry weather tires per event beginning with the first qualifying session of the weekend. In the case of tire damage, one tire may be replaced with the approval of the Chief Steward. If two or more are replaced for qualifying or a race, the driver will be moved to the back of the grid for the next race of the weekend (during that race, a faster lap time would not count as an updated qualifying time). If the weekend has another race remaining, the fastest qualifying time from the original marked set of tires would provide the grid location for the remaining race. It would be the responsibility of the competitor to coordinate with the Chief Steward and Timing and Scoring about such changes. If rain tires are used, they would not have a tire count restriction. It would be permissible to change between the two sets depending on weather conditions.

This would address one of the main concerns of the Ad-Hoc Committee in retaining and attracting new participants in our class, cost. The Ad-Hoc Committee continues to discuss the future of American Sedan in order to develop ideas that can potentially safeguard its success.

In addition, the ASAC suggests a tire rule idea (Note: this would need approval from SCCA and coordination with the tire companies).

2. Require all American Sedan cars at Regional, Divisional, Majors, and Runoffs events to run the harder/longer lasting compound a manufacturer produces. For example, The BFGoodrich R1 or Hoosier R7 compounds would be compliant. The BFGoodrich R1S and Hoosier A7 would not. The ASAC would research any other companies' tires that could be used and potentially add to this list. Competitors are encouraged to provide additional tire company names that they may be using.

Please provide your feedback through crbscca.com.

2. #21800 (American Sedan Committee) Engine Idea for American Sedan Full Preparation Cars
The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below idea for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on this idea. Potential implementation dates have not been discussed, should either of these ideas be recommended to the CRB.

1. Consider the Chevy LS3 and Ford Coyote crate engines be allowed as an alternate option in Full Preparation cars. These engines would provide a lower cost alternative when compared to the cost of current FP engines. They would make comparable power with potential cost savings (Note: The LS3 and Coyote engine packages would be balanced for performance with restrictors and weight adders to be determined). Once the conversion is complete, it is expected that the stock engines will last longer and cost less to replace. Engines would maintain stock exhaust manifolds.

If this path is supported, significant research would be required to develop potential costs and savings and packages that would be viable. The plan is to enable this engine idea to work with current FP transmissions, driveshafts, and rear axles. A time table for implementation would be developed.

Please provide your feedback through crbscca.com.

GT3

1. #21760 (Grand Touring Committee) Classify BMW M235iRacing into GT3

The CRB is discussing how and where to classify such "factory" type race cars as the BMW235iRacing, as well as the TCR International Series type race cars. A strong possibility is to put them into GT3, as they seem to fit, and they would increase class participation. Please let us know your thoughts through crbscca.com. The CRB will be watching participation numbers, for GT3, through 2017 to determine whether to add these cars or to classify them in a different class.

STU

1. #21663 (Brad McCall) Scion FR-S/Toyota 86 With Jackson Supercharger: Allow Hood Vents

The CRB is seeking input on allowing venting of hoods in STU. There would be a maximum permitted amount of opening and a minimum amount of louvers. Please send your feedback through crbscca.com.

RESUMES

None.