

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 December 20.

CLUB RACING BOARD MINUTES | December 5, 2017

The Club Racing Board met by teleconference on December 5, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

AS

1. #23597 (Club Racing Board) Letter #21799, Tire Rule

The Board of Directors did not approve this rule. Therefore, there is no change for 2018 for tires in American Sedan.

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During the Season

In part, based on the results of the WDYT, the CRB will continue with the current schedule of recommended rule changes, car classifications, performance adjustments and Tech Bulletins.

- New Touring cars will be classified up until March 1st. New classifications will not be made after that date.
- All classes are subject to balance of performance adjustments driven by member requests and available data.
- No competition adjustments will be made after the July CRB meeting.
- Throughout the year, Technical Bulletins will be issued to fix errors and omissions, or to address parts availability issues.
- As in 2017, recommended rule changes after the Convention BoD meeting in January 2018 will be effective for 2019. Extreme cases will continue to be reviewed on a case by case basis.

All Touring Classes

1. #23605 (Club Racing Board) Touring Classes BOP Adjustments

The CRB has made changes to Touring cars in the December 2017 Fastrack and in this, January 2018, Fastrack. Some cars were given more performance and others had performance reduced. Please see these two Fastracks for changes in your class that should help balance performance across your class (REC and TB categories).

No Action Required

FA

1. #23451 (Matthew Gendorn) 2.3 Duratec Engine Information

Thank you for your letter. Please provide reliable dynamometer data for the Renesis rotary with "Street Port or Bridge Port" as permitted in P1 and the CRB will consider your request.

FV

1. #23234 (Derek Harding) FV Spec Tire

Thank you for your letter. A spec tire for FV will not be implemented for the 2018 season however, the FV Ad Hoc committee is working on a plan for the future.

P1

1. #23350 (Keith Carter) CN Changes

Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22959.

2. #23439 (Jeff Lederman) P1 Proposal #22959, December 2017 Fastrack

Thank you for your letter. The CRB appreciates your feedback.

GTL

1. #22948 (Mark Ward) SIR Test Procedure

Thank you for your letter. The test is adequate as written. Tech is responsible for testing that spec.

STL

1. #23295 (David Mead) 9.1.4.2.B 13B Turbo Engines in STL

Thank you for your request. Competitors may run a 1" adapter plate for the intake manifold.

STU

1. #23292 (David Mead) Limitations on Rotary Porting in Turbo Applications

Thank you for your letter. Your insight is appreciated.

T2-T4

1. #23293 (David Mead) I Disagree With Interpretation of 9.1.9.2.4

Thank you for your letter. This was clarified in the December 2017 Fastrack, letter #22918.

T4

1. #23256 (David Mead) 2017 Civic EX-T Is T4 Overdog

Thank you for your letter.

Not Recommended**AS**

1. #22348 (Kevin Fandozzi) Limited Prep Fourth Gen Camaro LS1 Power Add

Thank you for your request. Changes are in process for other American Sedan cars to balance performance in the class. The CRB does not recommend changes to this car at this time and the CRB will continue to monitor the class.

2. #23049 (Brian Himes) Weight Penalty on Full Prep Cars Over 313 CID

Thank you for your letter. Data analysis indicates that the potential performance for Full Preparation cars with engines over 313 CID at the current weight is comparable to other Full Preparation cars.

FC

1. #23325 (Cade Wilson) Proposal for Alternate Engine Packages in FC

Thank you for your letter. The CRB does not recommend this change.

2. #23326 (Cade Wilson) Allowance of Fit Motor and Small Turbo Kit (To Be Developed)

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

P1

1. #23580 (Kenneth Driver) Request to Add Decker Mk1

Thank you for your letter. The CRB does not recommend this change. The car is already competitively classed in P2.

P2

1. #22862 (Jay Messenger) Carbon Tubs for Increased Safety in P2

Thank you for your letter. The CRB does not recommend this change, which would involve a substantial deviation from the philosophy of the P2 class. Although carbon chassis cars that are available on the used car market at a relatively low cost could potentially be converted to P2 cars, these cars would offer a performance advantage in P2 and drive the class forward in speed, which would not be a benefit to the class. Please see the response to Letter #22863, December 2017 Fastrack Minutes.

2. #23371 (Jay Messenger) Mazda ESR motor

The CRB does not recommend this proposal; it is not in keeping with the P2 class philosophy (with limited exceptions) using stock engines. There is no current data, using the SCCA PF formula or on track data, supporting the position the automotive 2000cc engines are at a deficit. Please consider submitting current engine dyno data for comparisons with other class engine platforms.

3. #23372 (Jay Messenger) Spec Line Cars and/or Changes to Former DSR Cars

Thank you for your letter. The CRB appreciates your comments and suggestions.

4. #23530 (Mark Schnell) Request Head Modification For 2L Duratec/MRZ

Thank you for your letter. Please see the response to letter #23371.

GCR

1. #22881 (John Buttermore) Member Poll: Qualifying a Driver with Car
Thank you for your letter. Drivers qualify for the Runoffs not cars. There are too many drivers who rent cars to compete to make them choose one specific car to qualify with.

2. #22936 (PAUL GAUZENS) Amend Section 6.1.1. for Virtual Safety Car
Thank you for your letter. The use of full course Yellow Flags and including the use of other signals to drivers on course can be addressed in the Supplemental Regulations.

3. #22941 (John Tures) Drivers School and Track Night America
Thank you for your letter. The Track Night in America model is to provide a safe environment for people to experience track time. Adding Novice Permit holders to the sessions could intimidate first time participants. Also, Track Night in America does not allow the use of race cars in their sessions.

4. #22966 (David Reynolds) Enforce the 115% Rule
Thank you for your letter. The CRB does not recommend any change.

5. #22983 (Darren Seltzer) Standardize Measuring Camber
Thank you for your letter. The Technical Manual is being currently revised by the scrutineers. The CRB will pass along your comments to them for consideration.

GT2

1. #22828 (Scott McPherson) Reclassify 4 Liter Porsche 997.1 (2008) GT3 Cup Car to GT2
Thank you for your letter. The 2008 997.1 Cup Car did not come with a 4L engine.

2. #23083 (Scott Sanda) TA2 Car Weights
Thank you for your letter. For 2018, the GTCS TA2 rules will be frozen to the 2017 rule set.

GT3

1. #19250 (Tom Noble) 2016 BMW M235i Racing Class Confirmation
Thank you for your request. The car is classified in T2.

2. #22999 (Craig Johnson) Run GT3 Nissan KA24de Weight Penalty
Thank you for your letter. The engine is adequate as classified.

EP

1. #23170 (Dave Kavitski) Weight Adjustment for Porsche and BMWs
Thank you for your letter. Based on the results of qualifying at the Runoffs in EP and the competition history of the involved cars over the years, it is evident the Porsche and BMW are reasonably competitive but not class over dogs.

2. #23289 (Kevin Leigh) Reduction of Intake Valve for E36 (92-95)
Thank you for your letter. Reducing the weight of a car to offset use of a smaller intake valve is not an accepted way of altering the performance of a car in the Production classes.

FP

1. #23144 (Christopher Finch) Use of Fiberglass or Carbon Doors
Thank you for your letter. The proposed change will not reduce costs and used doors (particularly for the example given-Miata) are readily available.

2. #23159 (Norm Murdock) F Production Capri Spec Line Change Request
Thank you for your letter. The formula for the adjustment of track in Production is applied to all cars and it is not believed any exceptions exist in the specification lines. Alternate rotors are allowed only if the stock rotors are clearly inadequate or present a likely failure point.

HP

1. #23169 (Ron Bartell) Parity in H Production
Thank you for your letter. Actually, the Yaris posted the third quickest trap speed. Based on the results of competition in HP over the last several years and comparing the specifications for the Yaris to other competitive cars in the class it is apparent that while the Yaris has done well, its specifications and performance are within the established range for HP, and the car is not overly competitive.

2. #23437 (Michael MacQueen) Request for Weight Adjustment, MG Midget 1098
Thank you for your request. Hybrid cars have been allowed in the Production classes but with level 2 engine preparation, not with level 1 engine preparation. This car is already classed as a level 1 car with competitive specifications.

SM

1. #23312 (Spec Miata Committee) Rear Control Arm Modification
The CRB does not recommend this change.

STL

1. #23122 (Blake Meredith) Allow Remote Master Cylinders
Thank you for your letter. The CRB does not recommend changing this prep level in STL.

2. #23307 (Charlie Burtoff) Fenders and Wheel Openings Shall Remain Unmodified?
Thank you for your letter. The CRB does not recommend this change.

STU

1. #23062 (John Weisberg) Over Mount Wing Mounts
Thank you for your letter. The CRB does not recommend this change at this time.

2. #23414 (Steven Simpson) Support for Hood Vent Allowance in Super Touring
Thank you for your comments. The CRB does not recommend this change for STL at this time.

T1

1. #22867 (John Buttermore) Remove Restrictor Plate From T1-LP Corvette LS3
Thank you for your letter. The CRB does not recommend this change at this time. TYFL. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

2. #22942 (John Buttermore) Limited Prep Competitiveness
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

3. #23087 (John Buttermore) Runoffs Performance
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

4. #23369 (Adrian Wlostowski) Rule Change Request for T1-LP C6 Corvette With Stock LS3 Engine
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

T2

1. #22202 (Derek Kulach) 370Z World Challenge Wing/Splitter Allowance
Thank you for your letter. Recent changes have been made to Touring 2. The CRB will continue to monitor the class.

2. #22203 (Richard Kulach) Update the 370Z PWC Crossover Rules
Thank you for your letter. The CRB does not recommend this for T2 and it is beyond the class philosophy. Other changes have been recommended for T2 and the CRB will continue to monitor the class.

3. #22296 (Derek Kulach) Rear Hatch Allowance
Thank you for your letter. The CRB does not recommend this for T2 and it is beyond class philosophy.

4. #22343 (Rob Huffmaster) Make the Pontiac Solstice More Competitive
Thank you for your letter. Changes have been made for this car for 2018. Please see the response to letter #23605.

5. #22344 (Rob Huffmaster) Stock Solstice Turbo Compressor Information
Thank you for providing this information. Please see the response to letter #22343.

6. #22345 (Rob Huffmaster) Borg Warner EFR 6758 Turbo Compressor Information
Thank you for your letter. Please see the response to letter #22343.
7. #22440 (Kurt Rezzetano) 2015-Current Mustang GT Tire Size/Restrictor Plate Size
Thank you for your letter. Please see the response to letter #23605.
8. #22660 (Ryan Upham) Allowance of Rear Gear BMW Part #3318321899 4:10 Gear Ratio
Thank you for your request. The CRB does not recommend this final drive ratio as it did not come with this vehicle. Swapping or adding a final drive is against class philosophy.
9. #22661 (Ryan Upham) Allowance of BMW #51628065379 M235R Rear Wing
Thank you for your letter. The CRB does not recommend this because it was not an option on the car from the factory.
10. #22825 (William Moore) Camaro Competition Adjustment 80mm Restrictor
Thank you for your letter. A restrictor size change is not recommended, however additional changes have been made. Please see the response to letter #23605.
11. #22875 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. A restrictor size change is not recommended at this time; however, additional changes were made. Please see the response to letter #23605.
12. #22896 (Scotty B White) Help the S550
Thank you for your letter. Please see the response to letter #23605.
13. #22943 (John Buttermore) Help C6 Competitiveness in T2
Thank you for your letter. Increasing the restrictor size is not recommended for this specification line; however, additional changes have been recommended for T2. Please see the response to letter #23605.
14. #22953 (Carl Fung) Allow GM Crate Motor LS3 in C5 Corvette
Thank you for your letter. The LS3 motor is permitted in the C5 in T1 in limited and full prep allowances. Allowing this motor swap in T2 is not recommended. If you would like to do this swap you should take a look at the T1 limited prep class.
15. #22986 (David Sanders) Increase Tire Size for All Cars in T2
Thank you for your letter. The CRB does not recommend this change.
16. #22997 (Michael Pettiford) Solstice GXP Turbo Adjustments
Thank you for your letter. The CRB does not recommend this. Recent adjustments have been made to this car. Please see the response to letter #23605.
17. #23004 (Harley Kaplan) A Little Help for the E92 M3
Thank you for your letter. The GTS/GT4 wing and splitter is not recommended for T2. Other changes have been made for T2 for 2018. Please see the response to letter #23605.
18. #23090 (John Buttermore) C6 LS3 Restrictor Size Change
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.
19. #23135 (Thomas "Tom" Noble) BOP Adjustments to the Boss 302 Mustang for 2018
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.
20. #23245 (Howard (Buz) McCall) BMW E92 Adjustment Request
Thank you for your letter. This is not recommended, however other changes have been recommended for T2. Please see the response to letter #23605.
21. #23294 (Derek Zalewski) Chevrolet Camaro SS/1LE - Optional Allowances Request
Thank you for your letter. Recent changes have been made for this car. Please see the response to letter #23605. The parts you are requesting with the exception of the aero are already permitted in the T2 category rules.

T2-T4

1. #22895 (Scotty B White) Camber Rule

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

2. #22912 (Joe Aquilante) Help Performance of T3 Mustang V6

Thank you for your letter. Please see the response to letter #23605.

3. #22915 (Joe Aquilante) T4 2005-2010 Mustang Weight and Restrictor Reduction

Thank you for your letter. Please see the response to letter #23605.

4. #22984 (Darren Seltzer) Adjustment of Camber Allotments for Touring

Thank you for your letter. The CRB does not recommend this change. The max camber rule of 3.0 is adequate as written and allows all T4 cars a method to get to 3.0 max camber.

5. #23075 (Matthew Miller) Help Mustang

Thank you for your letter. Please see the response to letter #23605.

6. #23250 (Joe Aquilante) Allow More Front Camber

Thank you for your letter. The rule is adequate as written and the CRB does not recommend changing this.

7. #23374 (Raymond Blethen) Remove Allowance for Eccentric Bushings in 5.1.a T2-T4

Thank you for your letter. The rule adequate as written.

T3

1. #22663 (Lenny Torrence) Allow Alternate Radiator and Ball Joints for Mustang

Thank you for your letter. Radiators are open in T3. If one is on a specification line it is allowed but not required.

Alternate OEM equivalent parts are allowed, but the Steeda part noted is a performance enhancing part and therefore not permitted.

2. #22827 (Ali Salih) Please Adjust BMW SpecE46 in T3

Thank you for your letter. Please see the response to letter #23605.

3. #23066 (Scotty B White) T3 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

T4

1. #22834 (Josh Smith) T4 Class weights

Thank you for your letter. It generated a lot of good discussion. Please see the response to letter #23605.

2. #22892 (Ali Naimi) Help Speed UP MX-5

Thank you for your letter. Please see the response to letter #23605.

3. #22940 (John Tures) Removing the 50mm Flat Plate Restrictor From Mustang V6

Thank you for your letter. Please see the response to letter #23605.

4. #22945 (Josh Smith) Allow MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

5. #22969 (Rich Grunenwald) Competition Adjustment - 2005 - 2010 Ford Mustang V6

Thank you for your letter. Please see the response to letter #23605.

6. #23057 (Steve Strickland) I Support #22945 Re: MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

7. #23065 (Scotty B White) T4 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

8. #23073 (Kevin Fryer) Letter #23055 and #23057

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

9. #23181 (Scotty B White) T4 Mustang Help

Thank you for your letter. Please see the response to letter #23605.

10. #23247 (David Mead) Allow Aftermarket Wheels For All T4 Cars

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

11. #23277 (Tim Wise) Maintaining Current Equality of T4 Class, Lower All T4 Weights

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

Recommended Items for 2019

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.

FC

1. #22970 (Randall Smart) Pinto Longevity Improvement

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP, ~~or~~ J&E or *Wiseco*. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: *6. Wiseco piston P/N **TBD** with rings, pin, Crower connecting rod P/N **TBD** (with bolts), but without bearings: Minimum permitted weight = **TBD** grams.*

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). *Alternative Crower connecting rod part number **TBD** is permitted. It's length must be **TBD** inches (+.005 -.010"). This rod may be used only with Wiseco piston part number **TBD** as provided above. Any rod bolts may be used. Floating piston pins may be used.* Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 *or Weber 38DGES (27mm venturis)* carburetor may *also* be used; ~~carburetor with the Swaged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted, and~~ *Jets may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed.* The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

GCR

1. #21912 (Frank Todaro) Contact Impound for Regional Racing

The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: *E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.*

2. #23575 (GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.~~

~~*D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. you are licensed for. If you do not have a copy of your Specialty Manual, Contact your Divisional Specialty Administrator for a copy.*~~

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (GCR Committee) Change Split Start Procedure to Allow Gap Starts
The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a "gap start". The basic difference is the GCR split start calls for two separate Green Flags. The "gap start" calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties, Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
2. Determine whether Officials are at their posts and report any absences to the SOM.
3. Ensure that all Officials and workers are provided with necessary information.
4. Collect all reports and other official information to determine the results.
5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.
6. Authorize a change of driver or car.
7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
8. Prevent an ineligible driver from competing.
9. *Modify the Split Start procedures.*

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

~~Change in 3.7.4.C.: All Runoffs eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

ST

1. #23244 (Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (Eric Thompson) OEM and LKQ Front Bumper Discontinued
Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change

9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable

structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2

1. #23068 (Harley Kaplan) Motor Mounts

The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS

Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the specification line:

Chevrolet Camaro, 1LE (2016-)

Wheels: ~~18x10 (F) 18 x11 (R)~~ *18 x 11*

T2-T4

1. #23190 (Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:

E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ *These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until the following calendar year.*

2. #23254 (Touring Committee) 2018 Rule Recommendation Rear Toe Links

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (Touring Committee) Clean Up Air Conditioner Section

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: ~~1.The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system,~~ *The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.*

4. #23537 (Touring Committee) Clean Up Gauges in Touring
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted.~~ *Add on gauges are permitted* and shall perform no other function other than their primary use.

5. #23538 (Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.*

Taken Care Of

AS

1. #22363 (Kevin Fandozzi) Fourth Gen Camaro Restricted Prep
Thank you for your letter. Please see the response to letter #22348.

F500

1. #23515 (Brad Smith) Proposal #22380 (Rub Strip)
Thank you for your letter. Please see the response to Letter #22380, September 2017 Fastrack Minutes, which was approved as recommended, December 2017 Fastrack Board of Directors Minutes.

FC

1. #23185 (Paul MacFarlane) Proposed Changes to Formula Continental - Pinto Engine Specs
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

2. #23187 (Troy Tinsley) Letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

3. #23195 (Gray Fowler) Changing the Pinto Formula Continental
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

4. #23197 (Richard Kirchner) Paul McFarlane's letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

5. #23324 (Cade Wilson) Proposal to Investigate Pinto Parity Issues
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

FV

1. #23381 (Raymond Carmody) Disc Brakes
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #23383 (Robert Murray) Disk Brake Package
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #23385 (Matthew Garwood) Disc Brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #23392 (Susan Ryan) Disc Brake Considerations

Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #23407 (Jack Maloney) Disc Brake Package For FV

Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #23423 (Desmond Ennis) Disc brakes

Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #23438 (Dermot Ennis) Disc brake in Formula Vee

Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1

1. #23284 (Thomas Hamilton) Allow 2.5 Liter Engines With Old Restrictions

Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack Technical Bulletin.

GCR

1. #21994 (Tyler Brown) Impound Requirement for On Track Contact

Thank you for your letter. Please see the response to letter #21912.

2. #22257 (Peter Olivola) Feedback for #21912: Impound Requirement for On Track Contact

Thank you for your letter. Please see the response to letter #21912.

3. #22262 (Eric Heinrich) Reply to WDYT #21912 Contact Impound

Thank you for your letter. Please see the response to letter #21912.

4. #22327 (Paul Gauzens) Feedback for Letter #21912: Add an Impound Requirement

Thank you for your letter. Please see the response to letter #21912.

5. #22408 (Darren Seltzer) Automatic Impound for On Track Incidents- Letter #21912

Thank you for your letter. Please see the response to letter #21912.

6. #22562 (Greg Amy) Feedback, Letter #22432

Thank you for your letter. Please see the response to letter #22432.

7. #22567 (Christopher Childs) Letter #22432

Thank you for your letter. Please see the response to letter #22432.

8. #22568 (Mark Wheaton) Contact Impound

Thank you for your letter. Please see the response to letter #21912.

9. #22569 (Mark Rozycki) Contact Article by Jim Wheeler

Thank you for your letter. Please see the response to letter #21912.

10. #22619 (Jim Drago) Adjustments

Thank you for your letter. Please see the response to letter #22432.

11. #22638 (James Bell) On Track Contact

Thank you for your letter. Please see the response to letter #21912.

12. #22723 (Lansing Stout) #22432 BOP

Thank you for your letter. Please see the response to letter #22432.

13. #22779 (Ann Chamberlain) Comment on Oct. 2017 SportsCar Article

Thank you for your letter. New Yellow Flag Rules will be effective 1/1/2018. Please see the response to letter #20619, September 2017 Fastrack Minutes. Thank you for your observation on the flag presentation in the SPORTSCAR Article.

GT2

1. #22100 (Guy Laidig) BMW M235iRacing into GT3
Thank you for your letter. Please see the response to letter #19250.

GT3

1. #19436 (Tom Noble) Amendment to Letter #19250
Thank you for your letter. Please see the response to letter #19250.

2. #19666 (Patrick Womack) BMW M235R
Thank you for your letter. Please see the response to letter #19250.

3. #21192 (David Fedler) World Challenge TC Class BMW M235iR
Thank you for your letter. Please see the response to letter #19250.

4. #21193 (David Fedler) BMW M235iR National Classification
Thank you for your letter. Please see the response to letter #19250.

5. #21316 (Toby Grahovec) 16 BMW M235i Racing
Thank you for your letter. Please see the response to letter #19250.

6. #21459 (Toby Grahovec) BMW M235iRacing in GT3
Thank you for your letter. Please see the response to letter #19250.

7. #21461 (David Fedler) BMW M235iR for GT3 - On Club Racing Board Agenda for 2/10
Thank you for your letter. Please see the response to letter #19250.

8. #21468 (Jason Hart) BMW M235i Racing in GT3
Thank you for your letter. Please see the response to letter #19250.

9. #21913 (Michael Heintzman) Response to Letter #21760
Thank you for your letter. Please see the response to letter #19250.

10. #21917 (Chris Howard) Response to the Current GT3 Proposal
Thank you for your letter. Please see the response to letter #19250.

11. #21949 (John Mills) Do Not Add Cars That are Non-Compliant in GT3
Thank you for your letter. Please see the response to letter #19250.

12. #21956 (Jerry Lustig) New Additions to GT3
Thank you for your letter. Please see the response to letter #19250.

13. #21972 (Craig Allen) BMW M235iR in GT3
Thank you for your letter. Please see the response to letter #19250.

14. #21980 (Tom Wedel) BMW M235iR to GT3
Thank you for your letter. Please see the response to letter #19250.

15. #21999 (Bill McGavic) Concerned About Adding New Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

16. #22023 (Bill Davis) Response: BMW M235iR Cars and Other TCR Series Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

GTL

1. #22524 (Kyle Disque) 24mm SIR Cars Taking the +100lbs/UNR Option
Thank you for your letter. Please see the response to letter #22523, Technical Bulletin.

2. #22528 (Peter Zekert) Error in Current Rule 9.1.2.k GTLite Weights and SIR Size
Thank you for your letter. Please see the response to letter #22523.

3. #22537 (Rusty Bell) 3 Valve Honda Engine Adjustment Error

Thank you for your letter. Please see the response to letter #22523.

SM

1. #23290 (David Wheeler) Slotting Rear Control Arms

Thank you for your letter. Please see the response to letter #23312.

2. #23304 (Tyler Brown) Rear Upper Control Arms Modification

Thank you for your letter. Please see the response to letter #23312.

3. #23313 (Eric Matoy) Rear Upper Control Arms

Thank you for your letter. Please see the response to letter #23312.

4. #23319 (Kyle Webb) Slotted Rear Control Arms

Thank you for your letter. Please see the response to letter #23312.

5. #23364 (Michael (MEATHEAD) Collins) Rear Upper Control Arm Slotting

Thank you for your letter. Please see the response to letter #23312.

6. #23367 (Eric Jones) Slotted Rear Control Arms

Thank you for your letter. Please see the response to letter #23312.

7. #23427 (David Ciufo) Slotting Rear A Arm

Thank you for your letter. Please see the response to letter #23312.

8. #23441 (Steve Scheifler) Slotting of Upper Rear Control Arms As Proposed

Thank you for your letter. Please see the response to letter #23312.

9. #23463 (Mike Higgins) Slotted Control Arms for Camber

Thank you for your letter. Please see the response to letter #23312.

10. #23467 (William Keeling) Slotted Rear Upper Control Arms

Thank you for your letter. Please see the response to letter #23312.

11. #23486 (Frank Todaro) Slotted Rear Upper Control Arm

Thank you for your letter. Please see the response to letter #23312.

12. #23489 (Brandon Fetch) Rear Upper Control Arm Allowance

Thank you for your letter. Please see the response to letter #23312.

13. #23501 (Jim Drago) Slotted Rear Upper Control Arms

Thank you for your letter. Please see the response to letter #23312.

14. #23545 (Ron Gayman) Upper Rear Control Arm Slots

Thank you for your letter. Please see the response to letter #23312.

15. #23548 (Campbell Charlie) Rear Camber Via Offset Bushing Not Slotting

Thank you for your letter. Please see the response to letter #23312.

STU

1. #23311 (Jeronimo Esteve) Wheel Widths

Thank you for your letter. Please see Letter #20795, January 2017 Fastrack Minutes.

The Super Touring class is managed through "commonizing" as many parts of the vehicles as possible.

Wheels, tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

T1

1. #22995 (Michael Pettiford) Help the Corvette C6

Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

2. #23378 (Joseph Gaudette) Adjust Restrictor Plate Size for LS6 Engine in C5

Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.
3. #23379 (Joseph Gaudette) Reduce Weight of LS6 Powered C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.

4. #23380 (Joseph Gaudette) Remove 5mm Penalty for Full Aero on C5 Corvette
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

T2

1. #21584 (Ron Randolph) Clarify Porsche Cayman Rear Wing Allowance
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

2. #21899 (Craig Anderson) Porsche 997.2 Carrera S 2009-2012
Thank you for your letter. Please see the response to letter #22887, Technical Bulletin.

3. #22226 (Allen Davis) Porsche 3.8 RSR Wings in Spec Lines
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

4. #22529 (Ken Billimack) BMW E46 Cold Air Intake
Thank you for your letter. Please see the response to letter #22662, Technical Bulletin.

5. #22874 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

6. #23067 (Jim Leithauser) Kaplan Request Concerning E92 M3
Thank you for your letter. Please see the response to letter #23605.

7. #23071 (Curtis Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

T2-T4

1. #22839 (Eric Heinrich) Another Year of Nissan and Toyota Dominance
Thank you for your letter. Please see the response to letter #23605.

T3

1. #22898 (Marshall Mast) Weight/Restrictor Change Ford 11-14 V6 Mustang
Thank you for your letter. Please see the response to letter #23605.

2. #23117 (Scotty B White) Balance of Performance
Thank you for your letter. Please see the response to letter #23605.

T4

1. #23055 (Steve Strickland) Support letter #22834
Thank you for your letter. Please see the response to letter #23605.

2. #23064 (Scotty B White) Allow a Rear Toe Link Replacement Adjuster for 86
Thank you for your letter. Please see the response to letter #23254.

3. #23246 (David Mead) Class Parity in T4
Thank you for your letter. Please see the response to letter #23605.

4. #23257 (Jon Yanca) Review BOP for Scion FRS/Subaru BRZ/Toyota 86 - Add Restrictor
Thank you for your letter. Please see the response to letter #23605.

5. #23402 (Jon Yanca) Correct Model Year for Subaru BRZ Restrictor in T4
Thank you for your letter. This has been corrected, please refer to letter #23399, Technical Bulletin.

6. #23461 (Thomas Hart) Allow RX8 Rear Hubs/Uprights on the NC MX-5
Thank you for your letter. Please see the response to letter #23276, Technical Bulletin.

What Do You Think

None.

RESUMES

None.