

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 January 20.

CLUB RACING BOARD MINUTES | January 2, 2018

The Club Racing Board met by teleconference on January 2, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Jason Isley and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

Member Advisory

AS

1. #23656 (American Sedan Committee) Letter #21800, Engine Proposal
The American Sedan Advisory Committee withdraws this proposal.

STL

1. #23606 (SCCA Staff) Spec Miata Running in STL

The Club Racing Board would like to remind competitors that Miatas running in STL under the Spec Miata rule set must follow all Spec Miata rules (except spec tire) including the SM specified restrictor plate and SM specified weight.

2. #23657 (Tom Lamb) Request FPIR Calculation Method & Power to CC Targets of B Motors

Thank you for your request. While the early work on sizing restrictor plates was formed using computer models, over the course of the past decade, much experience has been gained from inside and outside SCCA to determine targets for restrictor sizes.

No Action Required

GT

1. #23323 (Christina Lam) STU Classing Clarification
Thank you for your letter. The BMW E36 M3 is already classified in GT/ST.

GTL

1. #23542 (Ryan Kristoff) Request to Keep Honda EW Engine Eligible for UNR

Thank you for your letter. These 2 engines were originally classified with a 24mm SIR @ 1820 lbs. In August 2013, the GTAC rewrote some of the GTLite wording and, with this action, the SIR requirement was reworded incorrectly, allowing these two SIR restricted engines to run unrestricted with a 100 lb. weight penalty. At that point in time none of these engines were being run and in 2017 the error was realized.

Prod

1. #23444 (Production Committee) Right Hand Drive Cars
Thank you for your letter. This is addressed in 9.1.5.E.10.a.

2. #23598 (Jack Banha) Request Rear Disc Brakes for 1.6L VW Cabriolet

Thank you for your request. Pursuant to 9.1.5.E.7.b. this car can convert to disc brakes for the rear.

Not Recommended

AS

1. #23351 (Joe Aquilante) Classify 2015 Through 2017 Mustang GT in Restricted Prep
Thank you for your letter. The CRB does not plan to classify these cars at this time.

2. #23352 (Joe Aquilante) Classify 2016 Thru 2017 Camaro SS to Restricted Prep
Thank you for your letter. The CRB does not plan to classify these cars at this time.

P1

1. #23612 (Ivan Bellarosa) Request to Classify 2015 Honda CivicSi K24 Engine for Wolf GB08SM

Thank you for your letter. The CRB does not recommend this change because stock engines are outside the P1 class philosophy. The Wolf GB08SM may be raced in P1 provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

P2

1. #23370 (Jay Messenger) Auto Powered Parity in P2

Thank you for your letter. Please provide dynamometer data for the engine configurations referenced in your letter. The primary method for setting the weight and restrictors for engines is dynamometer data. With this data, the FSRAC can make evidence based recommendations to the CRB.

2. #23613 (Ivan Bellarosa) Request Classify the Aprilia Engine for Wolf GB08 Thunder in P2

Thank you for your letter. The CRB does not recommend this change because the car's carbon fiber chassis is outside the P2 class philosophy. The Wolf GB08 Thunder-Aprilia V4 may be raced in the P1 class provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

GCR

1. #23237 (DeWitt Payne) Eliminate the White Flag for the First Lap of Any Session

SCCA thanks you for your long term service in the F&C specialty. The CRB reviewed your suggestion and feels the current flag rules are still appropriate as written.

2. #23264 (Kyle Disque) 115/120 Percent Rule

Thank you for your letter. The CRB feels that the Chief Steward and the Race Director should still have the discretion on when to apply the 115/120% rule. The responsibility for when to enforce the minimum speed rule will remain with the Chief Steward and the Race Director who are on duty during the event.

3. #23288 (C.W. Armbrust) Revised Definitions Re: #20619 September Fastrack - GCR 6.1.1.B

Thank you for your letter. The CRB thanks the NE Division F&C for their thorough review of the 2018 Yellow Flag Rules changes. After reviewing the suggestions the CRB has determined that there is no need to change the approved language.

EP

1. #23544 (Joe Boruch) Request for Honda S2000 Weight Reduction

Based on the limited competition history of this car, there appears to be no reason to adjust this car to make it competitive in EP.

2. #23664 (Dave Kavitski) CRB Response to 23170 Unacceptable

Particularly in EP, one of the challenges is that given the wide range of displacements and weights, one type of car makes its lap times on the straights and another makes its lap times in the corners. This has been particularly evident at some of the tracks with longer straights- Road America and Indianapolis to name just two recent Runoffs venues. However, based on race results, it is clear that the better handling cars can be competitive in race conditions as well as in qualifying "clear track" conditions at such tracks. Two different Miatas qualified this year on the front row in EP at the Runoffs. Although both were passed by higher horsepower cars on the start, one of those Miatas was able to make it into first place before being damaged in a racing accident. The differences in EP cars makes racing in that class something more than a straightforward competition between very similar cars. However to date the higher horsepower cars have not been dominant and slowing the Porsches or BMWs down will arguably place them at a competitive disadvantage.

FP

1. #23429 (Charlie Clark) 1979-1985 Mazda 12A RX 7

Thank you for your letter. Based on the performance history of this car over the years and the current specifications for this car, it is competitive as classed. There is no need to move this car to FP to restore its ability to compete.

2. #23507 (Norm Murdock) Addendum To Letter #23159 - F Production Spec Line Change Request

There is no question that the track dimensions for this car make it one of the narrower cars in FP. However, the track adjustment formula is applied equally to all cars in the production classes.

HP

1. #23610 (Brian Linn) Request to Balance Performance - Yaris

Thank you for your request. The critical issue is to look at the performance of the car as compared to other cars in class. The Yaris is currently competitive in HP but not overly competitive. The CRB will continue to monitor the class.

SM

1. #22593 (David Wheeler) Clarify Molding Rule

Thank you for your letter. The rules are adequate as written.

2. #22803 (John Hall) Cylinder Head Rule Change

Thank you for your letter. The rule is adequate as written. Those heads would not be compliant in SM.

3. #23528 (Nick Leverone) Restrict 01-05 VVT

Thank you for your letter. The parity in this class is very good. The CRB will continue to monitor the class.

4. #23571 (John Adamczyk) Clarification Needed for December Sway Bar Change

Thank you for your letter. The rules are adequate as written.

STU

1. #23653 (John Weisberg) Request Alternate Vehicle and Engine Requirements in Table A

Thank you for your request. The CRB does not recommend alternate non OEM intake manifolds in Super Touring.

T1

1. #22858 (Eric Thompson) Celica All-Trac Performance Increase

Thank you for your letter. Your request to run a 2.3L is already permitted. The request to run an alternate turbo is already permitted. The 46mm TIR is capable of 400+ horsepower in the current configuration. Your request to remove the TIR and increase the weight is not recommended.

2. #22944 (John Buttermore) T1 Limited Prep

Thank you for your letter. The CRB does not recommend this change for 2018.

3. #23088 (John Buttermore) Touring Class LP philosophy

Thank you for your letter. This change is not recommended for 2018. The change to allow headers on T1-LP cars was approved for 2017 and T-1 LP competitors have already added headers to their cars and performance considerations already take this into considerations.

4. #23589 (Mitch Marvosh) Request an Alternate Nose for 04-09 Corvette

Thank you for your request. The CRB does not recommend this and it is against class philosophy at this time.

5. #23624 (CJ Moses) Request a Restrictor Adjustment for the 03-06 Viper

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

T4

1. #23566 (Dan Wiegandt) Request to Remove Restrictor Plates for the Acura/Honda

Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

2. #23567 (Dan Wiegandt) Request Weight Reduction for the MX5

Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

3. #23583 (Dan Wiegandt) Request to Provide Help the Hondas

Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

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.

FF

1. #23681 (Steve Bamford) Request Weight Reduction to Euro Spec Card

Thank you for your letter. Per the May 2017 Fastrack, FF/FC cars that meet the Alternate Vehicle Allowance must conform to the bodywork requirements set forth in 9.1.1.B.4.C and may use the minimum weight listed in 9.1.1.B.20 effective 1/1/2018.

In response to recent comments, the CRB recommends a 7/1/2018 implementation date instead of the original 1/1/2018 date. Cars running under the Alternate Vehicle Allowance that do not meet the maximum width as described in 9.1.1.B.4.C must run at a minimum weight of 1125lbs.

Commencing 7/1/2018 all cars, including those which are permitted under the Alternate Vehicle Allowance, must meet the maximum width requirements of 9.1.1.B.4.C and the applicable minimum weight as described in 9.1.1.B.20.

GCR

1. #22578 (GCR Committee) Establish a Medical Review Board

Change 2.5:

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, *including driver medical condition*. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

The CRB recommends this be effective 3/1/2018.

GT2

1. #23573 (James Goughary) Request for Aero Spec Changes

Thank you for your letter. The CRB recommends these changes be effective 3/1/2018. Make the following changes to the GCR:

Modify 9.1.2.F.7.b.12: 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

~~•GT2: a front splitter may extend up to 3 inches.~~

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

A. Height (max): six (6.0) inches (GT-2 & 3) or five (5.0) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

If a Club Racing specified wing is used (~~GT2 and~~ GT3 only), it shall comply with the following:

E. A single element, single plane airfoil scaled to a chord length of 10.75 inches. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.

~~•GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.~~

F. Wing mounting

~~GT2 and~~ GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.

~~GT2 and~~ GT3: The trailing edge of the wing assembly must be located within an area not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.

Add 9.1.2.F.7.b.16.: **16. 2018 GT2 Aerodynamics:**

1. Front Air Dam

a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

c. The minimum ride height of the air dam is 2.0 inches.

d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray

a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.

b. The minimum ride height of the undertray is 2.0 inches.

3. Splitter

a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.

b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.

c. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.

d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

f. The minimum ride height of the front splitter is 2.0 inches.

4. Rear Wing

a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.

c. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

d. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.

e. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

f. Wing end plates must not exceed 144.0 square inches each.

5. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max4). Side fences permitted at a maximum of 0.75" from the canard surface.

6. Flat underbody panels are permitted. Underbody panels may start 12" behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open.

7. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

Recommended Item 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.

GCR

1. #23572 (GCR Committee) Add a Requirement That Body Contacts Be Investigated

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.

Taken Care Of

AS

1. #23302 (Aaron Bailey) Do Not Remove R1-S As Eligible Tire for 2018

Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

2. #23335 (Howard Imhof) Member Advisory AS

Thank you for your letter. Please see the response to letter #23656.

3. #23428 (Patrick Madden) Tire Rule Change

Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

4. #23458 (Peter Calhoun) American Sedan Tires

Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

FV

1. #23697 (Mike Schiffer) Opposes Disc Brake in FV Reference Letter #22456

Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which the Board of Directors approved as recommended in November 2017.

GT2

1. #22473 (Steven Pounds) Clarification to Letter #22462

Thank you for your letter. Please see the response to letter #22462, Technical Bulletin.

HP

1. #23280 (Bryan Floyd) Supports #23082 Alternate Carbs

Thank you for your letter. Please see the response to letter #23082, December 2017 Fastrack Minutes.

2. #23588 (Darryl Saylor) Request to Lower Weight on the 1098 Spridget

Thank you for your request. Please see the response to letter #23541, Technical Bulletin.

3. #23651 (Jason Stine) Request for Parity in HP

Thank you for your request. Please see the response to letter #23610.

T1

1. #21829 (Charlie Hayes) Alternate Turbos for Mx-5

Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

2. #22445 (Charlie Hayes) Allow any alternate Turbo for NC MX-5 (06-15)

Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

3. #22907 (Joe Aquilante) Add July Dailey Dry Sump to LP Corvettes

Thank you for your letter. Please see the response to letter #22075, July 2017 Fastrack Minutes. This was approved for 2018.

4. #23006 (Charlie Hayes) NC Mazda MX5 Turbo

Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

T2

1. #23219 (Roger Eagleton) Request to Allow OEM Brake Calipers from Shelby GT500

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

2. #23220 (Roger Eagleton) Request to Allow Alternative Wheel for SMG

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

3. #23222 (Roger Eagleton) Request for Clarification to Rules in SMG

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

4. #23223 (Roger Eagleton) Request to Allow Use of Stock Hood With Louvers

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

T4

1. #23564 (Dan Wiegandt) Request to Add Weight to the Scion FRS/Subaru BRZ

Thank you for your letter. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

2. #23565 (Dan Wiegandt) Request to Reduce Tire Size for the Scion FRS/Subaru BRZ

Thank you for your request. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

3. #23592 (Kevin Fryer) Request an Alternate MX-5 Rear Hub

Thank you for your letter. Please see the response to letter #23276, January 2018 Fastrack Technical Bulletin.

What Do You Think

None.

RESUMES

1. #22876 (Marc Cefalo) Resume for Spec Miata Advisory Committee

Thank you for your resume. It will be kept on file.

2. #22878 (Blake Clements) Resume for Spec Miata Advisory Committee
Thank you for submitting your resume. It will be kept on file.

3. #23382 (Bill Trainer) Advisory Committee
Thank you for submitting your resume. Bill Trainer has been added to the Production Advisory Committee.

4. #23440 (Robert Wright) Resume for FSRAC
Thank you for your resume. At this time all positions on the FSRAC are filled, but the CRB will keep your resume on file for future openings.

5. #23532 (Jesse Prather) Resume for Committee
Thank you for submitting your resume. Jesse Prather has been added to the Production Advisory Committee.

6. #23543 (Curtis Wood) Resume Submission for Production Advisory Committee
Thank you for submitting your resume. It will be kept on file.