

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 February 20.

CLUB RACING BOARD MINUTES | February 6, 2018

The Club Racing Board met by teleconference on February 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers and Sam Henry. Also participating were: Bob Dowie, Bruce Lindstrand, 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

FM

1. #23907 (SCCA Staff) FM Spec Tire Rule

In FM,

Recent questions pertaining to the FM spec tire rule have been brought to SCCA's attention. The Club Racing Board would like to remind competitors and event officials that FM is required to follow section 9.1.1.E.14 Tires and Wheels at all times in SCCA events regardless of the number of entries.

Please see MA 18-01

STL

1. #23769 (Tom Lamb) Request Acura/Honda Engine Clarification

Recent questions pertaining to the STL Acura/Honda engine specs have been brought to SCCA's attention. By not listing any suffix to B16/B18 it is intended to include all B16/B18 engines.

Note that B18C is on separate spec line due to weight chart +2%.

Please see MA 18-02

STU

1. #23275 (David Fiorelli) Interpretation of 9.1.4.1 STU Suspension Rules

Altered Rear Suspension in the case of ST is alteration of either pick up points or custom fabricated control arms. If the competitor is using neither of these there is no need to add 50 lbs.

No Action Required

EP

1. #23798 (Dave Kavitski) SCCA You Are Missing the Point

Thank you for your letter. After another evaluation considering the additional information/comments submitted, the response to letters 23170 and 23664 is appropriate. The CRB will continue to monitor the performance of the cars in the class and the CRB believes it fully understands the author's concerns.

Prod General

1. #23791 (David Mead) Clarification of Carburetor Manufacturer Rule

Thank you for your letter. The reference to automotive type carburetors in the specification lines is not an exception to the overriding rule in Production; that if the rules do not specifically allow a modification, the part must remain unmodified. The addition to the rules was meant to confirm the above. As to the example provided by the letter writer, the CRB believes EMPI makes a Weber copy with a 51mm throttle plate and EMPI is on the list of approved carburetor manufacturers.

SM

1. #23115 (Shaikh Ahmad) Data Gathering, Future Spec for SM Bump Stop Force and Length

Thank you for your input.

ST General

1. #23526 (Rich Walke) Request Alternate Rotors for Rotary Engines

Thank you for your letter. The rule is clear as written. Mazda 13B is in table as 13B. Components from 13B i.e., S4,S5,... are interchangeable. You are permitted to use rotors and housings from any version of the 13B engine.

STL

1. #23394 (Peter Davis) B Series Adjustments

Thank you for your opinion. The CRB will continue to monitor these changes.

STU

1. #23224 (Alex Phelps) Weight Parity NC MX-5

Thank you for your input. The car is properly classed in STU.

2. #23393 (Patrick Waligore) Weight and Engine Allowances

Thank you for your input. The weight of 2551-engines was adjusted for the 2017 rules season. The CRB will continue to monitor class performance.

T4

1. #23695 (Gresham Wagner) Request to Correct and Add Restrictor to Toyota 86

Thank you for your letter. There was no legal Toyota 86 prior to 2017. No action is needed on this letter.

Not Recommended

AS

1. #23454 (Scott Shadel) Allow Pre-1982 Vehicles to Compete in A-Sedan Class

Thank you for your request. In SVRA form, the Group 6 cars (which include pre-1982 Camaros/Firebirds and pre-1979 Mustangs) would have significantly more power than AS engines and would have less capability in terms of wheels, tires, brakes, and suspension than AS cars. This mis-match could cause significant issues for racing in American Sedan.

You are welcome to submit an additional letter for consideration, to include older chassis styles running AS rules. However, the CRB/ASAC do encourage building to the current AS rules.

P1

1. #23750 (Greg Bell) Request Weight Reduction for P1 - 1000cc

Thank you for your letter. The CRB does not recommend this change. The P1 class philosophy does not include provisions for balancing different designs, or newer verses older engines within the same platform. Conceptually a development class like P1 will over time obsolete older technology and it would be an overwhelming challenge to attempt BOP of all the engines within a particular platform.

2. #23792 (Jim Devenport) Request for Flat Plate Restrictor in Lieu of SIR for CN cars

Thank you for your letter. The CRB does not recommend the use of 2 different restrictor solutions for the same engine platform. SIR's have been successfully implemented on other P1 cars.

GT1

1. #22608 (Grand Touring Committee) GT1 Fuel Injection?

The What Do You Think response did not indicate the community wants this change. The CRB will continue to study this.

GT2

1. #23652 (Amir Haleem) Request to Allow Any Turbocharger for 93-98 Toyota Supra

Thank you for your letter. The CRB will continue to monitor the performance of the engine as classified.

GT3

1. #23672 (Craig Johnson) Request Larger Restrictor for GT3 Nissan

Thank you for your letter. The engine is competitive as classed at the specified weight.

2. #23720 (Jeremy Rohan) Request to Classify a Modified RX8

Thank you for your letter. This car would be eligible for Regional SPO.

GTL

1. #23661 (Joe Harlan) Request Cylinder Head Welding

Thank you for your letter. The CRB does not recommend this change as it would cause a development imbalance in cylinder heads.

FP

1. #23766 (Rick Haynes) Request For Alternative Roll Bar Rule For Production Cars
Thank you for your letter. The CRB continues to support the current Roll Bar Rule for Production Cars.

HP

1. #23430 (Charlie Clark) Re-Classify the FP 1991-1994 Mercury Capri to HP
Thank you for your letter. The specifications of this car in FP place it well within the range for the class. Absent competition results showing a clear need for re-classification, there is no apparent need to move this car to HP.

Prod General

1. #23765 (Rick Haynes) Request Rule Transparency - Sunshine Law
Thank you for your letter. The CRB has no plans to change this process.

2. #23767 (Rick Haynes) Request For Alternative Roll Bar Rule - Duplicate of 23766
Thank you for your letter. Please see the response to letter #23766.

3. #23851 (James Rogerson) Request to Combine Production Classes With GT Classes
Thank you for your letter. This idea has been discussed over several seasons. The Production Advisory Committee feels that combining Prod and GT would not advantage either group and would impose an unnecessary financial burden on the Production racer, who would need to make massive changes to their cars to be competitive in GT. The level 2 prep rules for Prod require a close connection to the cars as produced by the manufacturer. The majority of the cars campaigned in Prod today use the level 2 rule set. The CRB will continue to consider this and other proposals that look to reduce the number of classes without harming any existing racers.

ST General

1. #23103 (Super Touring Committee) K20
Thank you for your letter. The CRB will continue to monitor class performance.

STL

1. #23149 (John Schmitt) Miata Corner Speed Advantage
Thank you for your letter. The CRB will continue to monitor class performance.

2. #23366 (Greg Maloy) Honda B-Series Adjustments
Thank you for your letter. Please see response to letter 22938 in January 2018 Fastrack Technical Bulletin.

STU

1. #22857 (John Weisberg) Create an Engine Size to Inlet Restrictor Formula
Thank you for your letter. The CRB does not recommend opening up intake manifolds at this time in STU.

2. #23840 (Brad McCall) Request to Eliminate the FWD Weight Break
Thank you for your letter. The CRB does not recommend this change. The CRB will continue to monitor class performance.

3. #23855 (Michele Abbate) In Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

4. #23856 (Anthony Philleo) Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

T1

1. #23678 (Marc Hoover) Request for Mazdspeed Miata Weight
Thank you for your letter.

T2

1. #23809 (Kurt Rezzetano) Observation - No need for Slowing Down Whole Class
Thank you for your letter. The changes approved in T2, effective 3/1/18, will be observed.

T2-T4

1. #23787 (Stephen Blethen) Request to Publish HP and Torque Targets

Thank you for your request. Horsepower and torque are only two of many factors that define a car's performance. When a car is classed or performance is adjusted all of the factors are considered. Therefore, there is not a specific power or torque target for each class.

T3

1. #23733 (Scotty B White) T3 Feedback

Thank you for your letter. The CRB will continue to monitor T3.

T4

1. #23683 (Scotty B White) Request to Clarify Mustang Springs

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

2. #23684 (Scotty B White) Request for Larger Rotors for Mustang

Thank you for your letter. This is not recommended at this time. A positive adjustment was just made to this car for 2018. Increasing the rotor diameter of T4 cars is not recommended.

3. #23814 (Chi Ho) Request BOP on RX8 and MX5

Thank you for your letter. Recent changes have been made to T4 in 2018. The CRB will continue to monitor the class.

4. #23818 (Darren Seltzer) Request to Mandate Octane for Lower Fuel Cost

Thank you for your letter. Your request is too difficult to enforce at the track.

5. #23821 (Darren Seltzer) Request for BOP Considerations

Thank you for your letter. Recent changes have been made in T4 for 2018. The CRB will continue to monitor the class.

Recommended Items

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. #22958 (Robert Wright) Sequential Gearbox in FC/FF

In GCR section 9.1.1.B.17, make changes as follows:

Transmission

Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.

a. The use of an automatic and/or sequentially shifted gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~e. f.~~ Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d. g.~~ All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.
2. Ford Kent and Honda Fit Engines: 1110 lbs.
3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95 cm add 25 lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c; at such time this provision (3) shall become null and void.*
4. *Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.*

B. Formula Continental

1. Pinto Engine: 1200 lbs.
2. Pinto with aluminum cylinder head: 1200 lbs.
3. Zetec Engine: 1200 lbs.
4. *Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.*

P1

1. #23702 (Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table
The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

SM

1. #22904 (John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ *shall* use the Fat Cat Motorsports *Spec Miata shock mount* bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* ~~or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW) in conjunction with the 1999 - up 2005 stock upper shock mount hats assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW).~~ All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only.~~ No other modifications are allowed."

Taken Care Of

AS

1. #23662 (Matthew Long) January Prelims
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.
2. #23691 (Matt Regan) Disagrees With ASAC 23549
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

FC

1. #23281 (Nicholas Belling) Sequential Boxes #22958
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.
2. #23282 (Steve Demeter) Sequential Shift
Thank you for your letter. Please see the response to letter #22958.
3. #23285 (Bill Wise) Sequential Transmissions

Thank you for your letter. Please see the response to letter #22958.

4. #23297 (Chris Scharnow) Sequential Gearbox in FC
Thank you for your letter. Please see the response to letter #22958.

5. #23305 (Philip Creighton) Sequential Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23339 (Keith Averill) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958.

7. #23753 (Lyn Greenhill) Sequential Transmissions in FF/FC With Criteria
Thank you for your letter. Please see the response to letter #22958.

FF

1. #23336 (Ray Rivard) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23355 (Brad Hayes) Sequential Shift Gearbox in FF/FC
Thank you for your letter. Please see the response to letter #22958.

3. #23376 (Eric Little) Response to Letter #22958
Thank you for your letter. Please see the response to letter #22958.

4. #23388 (John Haydon) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

5. #23412 (Kevin Brumbaugh) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23436 (Michael Rand) Transmissions and Gearboxes
Thank you for your letter. Please see the response to letter #22958.

7. #23443 (Mark Walthew) Sequential Gearbox in FC/FF
Thank you for your letter. Please see the response to letter #22958.

8. #23718 (Josh Harvey) Sequential Gear Boxes 22958; 9.1.1.B.17
Thank you for your letter. Please see the response to letter #22958.

9. #23837 (Greg Rice) FIA Safety Pods
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23681, February 2018 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective July 1, 2018).

10. #23938 (Denny Renfrow) Sequential Shift Gearbox for FF
Thank you for your letter. Please see the response to letter #22958.

FV

1. #23719 (William Ross) Disc Brake Proposal
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 January 2018 (to be effective January 1, 2019).

2. #23771 (Thomas Galuardi) Disc Brakes
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 January 2018 (to be effective January 1, 2019).

3. #23793 (Robert Frassetto) Disc Brake Conversion
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 January 2018 (to be effective January 1, 2019).

4. #23895 (Don Manthe) Proposal to Allow Disc Brakes

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 January 2018 (to be effective January 1, 2019).

P1

1. #23749 (Greg Bell) Request Support for P1 #22959

Thank you for your letter. Please see the response to Letter #22959, December 2017 Fastrack Minutes, which was approved as recommended, January 2018 Board of Directors Minutes, and went into effect 1/1/2018.

2. #23827 (Jonathan Benefield) Request GCR 2018 Rules Change

Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

3. #23882 (Jeff Shafer) Request to Group CN Cars

Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

GT1

1. #22540 (Michael Major) Fuel Injection

Thank you for your letter. Please see the response to letter #22608.

GT2

1. #22577 (Gordon Leslie) Allow Canards

Thank you for your letter. Please see the response to letter #23573, February 2018 Fastrack Minutes.

2. #23773 (Tom Patton) Request to Postpone Proposed GT2 Aero Rule Changes

Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

3. #23777 (Leroy Lacy) Request GT2 Aero Rules Wording Changes

Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

GT3

1. #23917 (Samuel Fouse) Additional Info for 23291

Thank you for your letter. Please see the response to letter #23291, Technical Bulletin.

GTL

1. #23687 (Edward Nicholson) Request Wing Height Change

Thank you for your letter. Please see the response to letter #23675, Technical Bulletin.

SM

1. #23445 (Shaikh Ahmad) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

2. #23455 (Gordon Kuhnley) Clarify Shock Rules and Reduce The Need for Binning

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

3. #23468 (William Keeling) Current Shock Spec

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

4. #23470 (Charles Mathes) Shock Rule Change

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

5. #23488 (Brandon Fetch) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

6. #23502 (Jim Drago) Updated Shock Spec

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

7. #23562 (Todd Martin) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

8. #23617 (David Dewhurst) Observation on the New Spec Miata Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

9. #23636 (David Dewhurst) Observation on Spec Miata Shocks

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

STL

1. #23838 (Bob Clark) Clarifications for Honda Flat Plate Restrictors and RM_18-01

Thank you for your letter. Please see the response to letter #23769.

What Do You Think

None.

RESUMES

1. #23093 (John Adamczyk) SMAC Resume

Thank you for submitting your resume. The CRB will keep it on file for the future.

2. #23127 (Jason Kohler) SMAC Application

Thank you for submitting your resume. The CRB will keep it on file for the future.

3. #23140 (Kyle Webb) SMAC Opening

Thank you for submitting your resume. The CRB will keep it on file for the future.

4. #23375 (Richard Muise) Spec Miata Advisory Committee - Volunteer

Thank you for submitting your resume. The CRB will keep it on file for the future.