

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 June 20.

CLUB RACING BOARD MINUTES | June 5, 2018

The Club Racing Board met by teleconference on June 5, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, Tony Ave, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

GCR

1. #24631 (SCCA Staff) Arm Restraint Recall

Please see Member Advisory 18-05. <https://www.scca.com/downloads/40899-ma-18-05/download>

2. #24632 (SCCA Staff) FIA Homologated Seat Withdrawn

Please see Member Advisory MA-06. <https://www.scca.com/downloads/40900-ma-18-06/download>

No Action Required

FV

1. #24520 (Derek Harding) Suggestion for Disc Brakes

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

GCR

1. #24529 (Brian Tomasi) Runoffs Alternative Format

Thanks you for your Runoffs schedule suggestion. The CRB is considering several formats similar to your proposal.

GT2

1. #21463 (Scotty B White) Classify Generation 5 Viper

Thank you for your letter. This car was not recommended for T1. The car is already classified in GT2/ST.

2. #24573 (Jim Tway) Request Aerodynamic Requirement Consistency

Thank you for your letter. The new rule that you refer to is for conventional GT2 cars only and does not apply to GT2/STO.

Not Recommended

AS

1. #24475 (Van Hunter) Request Carbon Fiber Drive Shaft

Thank you for your letter. American Sedan allows aluminum or steel driveshafts. The CRB has no plans to change this. The author is encouraged to review T2 rules. A review of T2 rules indicates that T2 does not allow carbon fiber driveshafts.

FV

1. #24434 (Thomas Galuardi) Rescind Disc Brake Rule

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

SRF3

1. #24494 (Kevin Coulter) Request to Re-Instate Day Glow Orange Tape on Roll Bars for SRF3

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

GT2

1. #24429 (Mike McAleenan) Request to Follow Up Information Letters #24300 and #24301

Thank you for your letter. The CRB greatly appreciates you input. There are no plans to make changes at this time.

2. #24575 (Sean Wheeler) Request to Allow ABS Controller With Weight Penalty

Thank you for your letter. The CRB has recently allowed a more advanced aero rule package for the conventional GT2 cars and will continue to monitor the class before making additional changes to conventional GT2 cars.

GTL

1. #24544 (Bill Meyer) Request Larger 1.8 Miata SIR

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

ITA

1. #24474 (James Henson) Request 1990-1993 1.6L Mazda Miata Differential

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

EP

1. #24563 (Kyle Disque) Oppose Global MX5 in EP

The CRB appreciates your concern that only cars with appropriate performance potential be classed in production. With respect to the performance potential of this car, based on available data, the MX-5 is well within the EP to HP envelope. In that all Production classes normally run together in a race group, the inclusion of the MX-5 will not create problems for competitors outside of the challenges faced by this grouping of production cars. Additionally, the data indicates the braking and cornering performance of the MX-5 is at or near the top of Production. Thus, there is no reason to believe placement of the MX-5 in Production will negatively impact on the close competition that is the goal of Production racing. The CRB will continue to monitor the performance of this car in Production and make adjustments if necessary.

STU

1. #24514 (David Pope) Request Wider Than Stock Fenders for 1988-1991 Honda CRX

Thank you for your request. The CRB does not recommend allowing alternate fenders in Super Touring at this time.

T1

1. #24521 (Amir Haleem) Request to Add the 3SGE

Thank you for your request. This classification does not fit the philosophy for Touring.

2. #24607 (David Mead) Allow Aftermarket Heads on Older 2 Valve Engines

Thank you for your letter. Aftermarket heads are not consistent with Touring philosophy.

3. #24656 (Adrian Wlostowski) Request for Parity Between Corvette and Viper in T1

Thank you for your request. The CRB does not have data to support a change at this time. The CRB will continue to monitor the class.

T2

1. #24335 (Ken Billimack) Request PDK Weight Penalty Reduction

Thank you for your letter. The car is competitive as classified.

2. #24464 (Joe Aquilante) Request to Correct the BOP For The BMW E92

Thank you for your request. Data from multiple makes and models were reviewed from VIR and were in a close performance envelope.

3. #24550 (Andrew Wickline) Request Restrictor Plate Return to 53mm in 2015 Mustang GT

Thank you for your request. Data was reviewed from VIR and the car was deemed competitive as classed. The CRB will continue to monitor the class.

4. #24596 (Ryan Upham) Request Increased Camber Limits

Thank you for your request. This has not been recommended for 2018. The CRB is researching this for consideration in 2019.

5. #24614 (Ron Randolph) Allow Electro-Hydraulic Power Steering Pump

Thank you for your request. This is against Touring philosophy. Power steering coolers are allowed in T2.

T2-T4

1. #24459 (Ali Naimi) Requesting Aftermarket Clutch and Pressure Plate

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

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.

FV

1. #24663 (Formula/Sports Racing Committee) Disc Brake Minimum Weight
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.*

P2

1. #23919 (Jeff Shafer) Opposes P2 Assisted Shifting
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted; ~~and~~ *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General

1. #24539 (Grand Touring Committee) Brake Cooling Fans
Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

GT3

1. #24697 (Grand Touring Committee) GT3 Turbo introduction into class
The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

1. Built Engines:

The current STU turbo engine rules will be used as a basis for the new GT3 turbo rule set. GT3 turbo engines will be limited to a maximum displacement of 1.8 liters. GT3 turbo inlet restrictors will be adjusted to

match the current GT3 horse power and torque numbers. Built engines would be limited to 0.040" over bore and 15:1 compression ratio. Direct injection not allowed. Dry sump oiling systems may be used.

2. OEM Engines:

Limited prep OEM engine packages will be allowed on individual specification lines and restricted to similar HP/torque numbers as the built turbo engines. The OEM engine packages will remain in their OEM configuration. Dry sump oiling systems may be used.

ITS

1. #20167 (Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety.
Thank you for your request.

Add 9.1.3.D.9.o.:

o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.

STU

1. #24500 (Eric Heinrich) Request Wheel Clarification
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~47~~ 18 inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

Taken Care Of

P2

1. #23933 (Kevin Mitz) Request to Eliminate Use of Automated No Lift and Auto Blip
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

2. #24399 (Vaughan Scott) P2 Assisted Shifting Rule Feedback
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

3. #24401 (David Gomberg) Response to What Do You Think P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

4. #24408 (Eric O'Brien) #23919 (Jeff Shafer) P2 Assisted Shifting - WDYT?
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

5. #24411 (Craig Farr) 23919 P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

6. #24439 (Tim Day Jr.) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

7. #24451 (Mike Bachman) P2 Assisted Shifting WDYT letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

8. #24460 (Chuck Bona) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

9. #24467 (David Arken) P2 Assisted Shifting WDYT Letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

10. #24478 (Keith Carter) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

11. #24479 (Jim Hallman) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
12. #24488 (Claude Solanas) Ignition Cutout for Upshifts
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
13. #24491 (Aaron Hill) Flatshifter Expert
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
14. #24505 (AJ Snyder) Assisted Shifting 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
15. #24510 (Robert Conrad) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
16. #24523 (Paul Decker) #23919 (Jeff Shafer) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
17. #24524 (Jake Latham) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
18. #24531 (Chuck McConica) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
19. #24542 (Greg Gyann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
20. #24545 (Vic Culbertson) Assisted Shifting P2
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
21. #24556 (Jay Messenger) Letter Concerning #23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
22. #24577 (Jake Thielmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
23. #24588 (Jason Hohmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
24. #24590 (Sherman Chao) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

GT2

1. #24587 (Tony Colicchio) Allowance of ABS for GT2 Cars With Weight Penalty
Thank you for your letter. Please see the response to letter #24575.

IT General

1. #24643 (Richard Pannell) Request to Make 200 Treadwear Tires the New Standard
Thank you for your letter. Please see the response to letter #24710.

ITS

1. #24648 (Justin Deffenbaugh) Request to Allow Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.

EP

1. #24564 (Chris Dryden) Disallow MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.
2. #24569 (Chris Howard) Opposes Addition of the MX5 Into EP
Thank you for your letter. Please see the response to letter #24563.

3. #24576 (Gerald Lustig) Opposes Proposed Inclusion of MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

4. #24582 (James Gregorius) Opposes the MX5 Cup Car in Production Classes
Thank you for your letter. Please see the response to letter #24563.

5. #24604 (Bill Keeney) Global MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

Prod General

1. #24574 (Tim Linerud) Request to Not Classify Global MX5 Cup Cars in EP
Thank you for your letter. Please see the response to letter #24563.

T2

1. #24681 (Peter Lewis) Request Solid Sub-Frame Bushing
Thank you for your request. Solid cradle bushings have been recommended for 2019. Please see letter #23739 in April 2018 Fastrack Minutes.

What Do You Think

IT General

1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB is considering requiring Tires with a minimum treadwear rating of 200 for all IT cars. Please provide your feedback through crbscca.com.

T2

1. #24629 (Richard Kulach) Request Hood Vents for 370Z
The CRB requests your feedback on hood vents for Touring 2 and Touring 3.

A) Should aftermarket hood vents (OEM hoods) be allowed in Touring 2 and 3?

B) Should aftermarket hoods with vents be allowed in Touring 2 and 3?

C) Should hoods in Touring 2 and 3 remain OEM?

Please provide your feedback through crbscca.com.

RESUMES

None.