

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 July 20.

CLUB RACING BOARD MINUTES | July 2, 2019

The Club Racing Board met by teleconference on July 2, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

SR General

1. #27184 (Formula/Sports Racing Committee) Data Box Mount

TO: All Participants

SUBJECT: Data Box Mount

Competitors are reminded that the AiM part #X47KPFSOLO2R0 data box mount must be installed on all P1, P2, FA, and FB cars competing in Majors Races and the Runoffs. It has come to the SCCA's attention that many cars still have the original Solo data box mount and some have no data box mount at all. The new Solo 2 data box mount (AiM part #X47KPFSOLO2R0) must be in place on all P1, P2, FA, and FB cars at the 2019 Runoffs. No exceptions. Competitors are also reminded that sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.

2. #27194 (Formula/Sports Racing Committee) Dissolution of FV Ad Hoc and FSRAC membership change

In 2016, an Ad Hoc Committee was formed to work on rules, issues, and concepts for the Formula Vee class. Since then the committee has assisted the Formula/Sports Racing Advisory Committee and the Club Racing Board with several major initiatives, including creating a disc brake option, adopting a spec Hoosier tire, and establishing a uniform procedure for measuring the intake manifold, as well as other important developments for the class.

With the implementation of these major initiatives, the time has come to dissolve the Ad Hoc Committee and turn over the ongoing process of refining the rules to the Formula/Sports Racing Advisory Committee to include in its normal activities effective October 1, 2019. The Club Racing Board would like to thank the following members of the FV Ad Hoc Committee for their dedication and hard work over the past three years: Dennis Andrade, John Petillo, Stephen Saslow, Charlie Turner, and Al Varacins.

John Petillo will join the Formula/Sports Racing Advisory Committee effective October 1, 2019. John's strong technical background, experience as a longtime Formula Vee competitor, and relationships with members of the Formula Vee community will be invaluable to the FSRAC's work going forward.

No Action Required

AS

1. #25460 (DAVID MEAD) Request S197 Mustang to Install 5.0 LP Coyote Engine

Thank you for your letter. The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at crbscca.com.

Consideration has been made to allow back dating of engines into the earlier cars for the 2020. Implementation details need to be addressed.

2. #25639 (Tom Brown) Request to Classify 2010-2015 Camaro in Full Prep

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis, but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25742 (Scott Shadel) Future of A Sedan

Thank you for your letter. The committee is considering a change to future rules regarding the allowance of alternative classifications to increase participation within the class. No action required at this time.

4. #26292 (Kurt Rezzetano) Request for limited prep S197 mustang allowances

Thank you for your letter. The committee is tabling the allowance of the ford performance rear control arms at this time.

The committee is reviewing all cars for parity within the class. Allowances for some cars are being developed for the 2020 season. Adjustments may be made to allow a current car in another class to easily compete in the American Sedan class as well as other classes. We are committed to increasing participation in all classes.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

5. #26529 (Fred Gaulter) Request to Classify 5th Generation Camaro

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis, but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

6. #26660 (Pam Richardson) Support for Letters 26392 and 26393

Thank you for your letter. Consideration has been noted for your support of letters 26392 and 26393.

7. #26706 (Drew Cattell) Level Rules for RP Cars: Allow CTS-V Aftermarket Airbox

Thank you for your letter. The committee is tabling a change to the 2020 rules regarding the allowance of aftermarket airboxes for the Cadillac CTS-V at this time.

The committee encourages members to provide detailed information regarding the installation of Cold air induction systems. Specific manufacturers and part numbers are requested for inclusion. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

8. #26714 (Ted Warning) Against Allowing SMG Cars to Run ABS in AS

Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

9. #26715 (Ted Warning) Against Allowing Rear Tubular Control Arms in AS

Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

10. #26948 (Pamela Richardson) Against Letter 25885, Reduction of Weight of Fox Body Mustang

Thank you for your letter. The American Sedan advisory committee is establishing metrics for various car characteristics such as weight to track width. Parity between all cars is the focus without penalizing members for exceptional performance and effort in developing individual programs. We appreciate your comments and will take them into consideration in future decisions.

11. #26951 (Ted Warning) Controlling Cost and Iron Head Motor

Thank you for your letter. The committee is tabling a change to the 2020 rules regarding allowances for cars with iron heads at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

12. #27078 (Pamela Richardson) Request to Classify Chevrolet Camaro (10-15) as a Full Prep Car

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis, but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

F5

1. #27073 (James Weida) Request for Rule Clarification for F500 Motorcycle Engine

Thank you for your letter. Sleeving a throttle body to assist air flow through a flat plate intake restrictor is not permitted. F500 is a restricted class, and any allowable modifications, changes, or additions are stated in the rules. The rules applicable to 600cc motorcycle engines state that "Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used."

GCR

1. #26486 (Rob Woolston) Comments on February Fastrack item 2

Thank you for your letter. You have raised numerous valid points that will need further research.

2. #26965 (Peter Roberts) No More Rules

Thank you for your letter. The current rules allow for all of the items you mention regarding giving drivers additional training.

3. #26995 (John Davison) Request to re-think split starts and numbers

Thank you for your letter. This appears to have been a local operation issue. Done properly, split starts can provide for safer race starts.

4. #27100 (James Rogerson) Opposes Prep shop tech divisional tech license

Thank you for your letter. You have raised valid concerns; we will look at addressing them moving forward.

5. #27102 (James Rogerson) Opposed to current 14-15 year old licensing

Thank you for your letter. The proposed rule change is to treat 14-15 year olds in the same manner as we do our drivers that are older than 15.

6. #27104 (James Rogerson) Incident log for in race contact in MSR

Thank you for your letter. We will suggest that the National office consider MSR as an option.

GT2

1. #27060 (Barry BOES) Recent TA2/GT2 Rules Change/BOP Adjustment

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

2. #27064 (D. Jeff Wood) Please Reconsider the 100LBS Weight Addition to the TA2 Class.

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

3. #27081 (Joseph Wolf) Oppose TA2 100 lb Weight Addition for GT2

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

4. #27085 (Scott Rettich) Remove Weight Added to TA2 Cars in GT2

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

5. #27086 (Barry Boes) GT2/TA2 Loophole Emergency Vote

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

T1

1. #26773 (Sean Reilly) Request Alternate differentials

Thank you for your letter. The parts requested are already allowed.

2. #26774 (Sean Reilly) Request Honda S2000-specific change

Thank you for your letter. The parts requested are already allowed.

3. #26775 (Sean Reilly) Request S2000 front bumper

Thank you for your letter. The parts requested are already allowed.

T2

1. #27047 (Joe Aquilante) Bring the S197 Mustangs and C5/C6 Corvettes Back to Competitive

Thank you for your letter. Based on data available from the cars that participated in Mid-Ohio and Road America, there isn't a need to make a change at this time. We will continue to monitor the class.

T2-T4

1. #27099 (Eric Heinrich) Review roll cage standards

Thank you for your letter. Your input is noted and appreciated.

T3

1. #26947 (Scotty White) Request to Reexamine Porsche Cayman

Thank you for your letter. We will continue to watch the class.

Not Recommended

AS

1. #25617 (John Heinrich) Request for Cold Air Intake for Full Prep Cars

Thank you for your letter. The committee does not recommend the allowance of cold air induction systems for full preparation cars at this time.

The committee recognizes the current induction system on full preparation cars is subject to significant variation in intake temperatures throughout a race. There are also significant differences between the current classified cars within American Sedan. Fabrication of cold air inductions could differ dramatically from vehicle to vehicle and generate greater variation within the class. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

2. #25884 (Matthew Long) Request to Adjust Rear Camber Spec. Line

Thank you for your letter. The committee does not recommend the adjustment of the rear camber specification at this time.

The committee recognizes a clarification of the rear chamber specification may be required but at this time a rule change is undecided. There may be a clarification of this rule for the 2020 season. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25887 (DAVID MEAD) Request for 2011+ Mustang GT/CS RP Weight Reduction and 295 Tire

Thank you for your letter. The committee does not recommend the adjustment of the weight and larger tire penalty at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

4. #26699 (Matt Chojnacki) RP Cam Rules

Thank you for your letter. The committee does not recommend the performance cam at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

SRF

1. #26998 (Lawrence R. Steckel) Proposal for a 2 inch tow eye on Spec Racer Ford cars
Thank you for your letter. Enterprises does not recommend this change.

GCR

1. #27000 (Eric Prill) Rain Lights - Request to consider forward facing as well
Thank you for your letter. A lot of our cars have no provision for mounting a forward facing rain light.

GT General

1. #27058 (Joe Harlan) Request to Allow E85 Race Fuel
Thank you for your letter. Allowing alternate fuel sources is beyond the GTAC's ability.

GT2

1. #26923 (Lou Gigliotti) Allow carbon fiber parts to make weight, Aston Martin Vantage GT2
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.
2. #26981 (Jeff Burck) Request Gen 6 body work to be eligible for late model stock car
Thank you for your letter. The Club Racing Board is not recommending any new Stock Car bodies for GT2/ST.
3. #27035 (Lou Gigliotti) Request to re-visit letter about lightweight body panels
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.

GTL

1. #27034 (Jonathan Spiegel) Request to remove weight penalty 88-91 CRX IRS
Thank you for your letter. The weight penalty is appropriate for Solid Axle to IRS suspension conversion.

HP

1. #27116 (Steve Sargis) Request equality in H Production
Thank you for your letter. Additional performance balance adjustments are not recommended in HP at this time. Event results and data are continuously monitored at all styles of tracks, and competitors are encouraged to continue to develop and race their cars, in order to provide additional data points.

T1

1. #26772 (Sean Reilly) Request OEM replica hardtop
Thank you for your letter. After reviewing the GCR and communicating with you, we believe the GCR is correctly written to allow what you ask for. "Aftermarket OEM style hardtops are allowed."

T2

1. #27010 (Michael Pettiford) More proof that the Solstice GXP needs help
Thank you for your letter. BOP adjustments are made using all available data including race results and AIM data, at this time that range of data does not support a change for the Solstice. The CRB and TAC will continue to monitor the class performance.
2. #27036 (William Moore) Request Camaro weight and restrictor plate adjustment
Thank you for your letter. Data indicates the car is competitive as classed.
3. #27037 (William Moore) Request Camaro Air Intake
Thank you for your letter. We don't recommend adding an air intake on this car at this time.

T2-T4

1. #26925 (Owen Schefer) Request to Allow 2 Jacking Points to Be Added to Body Seams

Thank you for your letter. This change is not recommended at this time. Allowable to jack under roll cage attach points is legal.

T3

1. #26973 (Rob Hines) Request help for 350Z HR engine in T3

Thank you for your letter. The available data does not support a change at this time.

T4

1. #26967 (Philip Royle) Request piggyback ECU allowance in T4

Thank you for your letter. This is not recommended at this time. We will continue to monitor performance.

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.

GCR

1. #27062 (GCR Committee) Alternate SOM Model

In GCR Section 5.12.1. add new Section C:

C. Alternate SOM Model

"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."

Taken Care Of

GT1

1. #27048 (Scott Quaille) Request for Splitter Clarification, Driver/Owner GT-1 #89 NYR

Thank you for your letter. Please see July Fastrack.

GT3

1. #26987 (Chris Edens) Request to approve turbos

Thank you for your letter. The Club Racing Board has added a list of applicable Turbo rules in GT3.

GTL

1. #26868 (Tim Linerud) Opposes VW Fun Cup VW Bug

Thank you for your letter. Please see letter #26960.

What Do You Think

T2-T4

1. #26359 (Touring Committee) Weight adder for pro cages in touring

Please submit the following What Do You Think for member feedback:

The Club Racing Board and Touring Advisory Committee are considering a Touring category rules change to allow roll cages with additional chassis attachment points. This would be accomplished by specifying a minimum number of attachment points only.

Currently T2 is limited to a maximum of 12 chassis attachment points and T3-T4 are limited to 8 attachment points. Many, if not most, other sanctioning bodies specify a minimum number of attachment points only. This limits cross participation with touring.

A concept under consideration is to phase in minimum attachment point cages for T2 and T3. Starting in 2020 cars exceeding the current number of attachment points will be legal with a weight penalty of 1.5% to the base weight of the car. Data can be collected and, if appropriate, the weight penalty can be adjusted to correct the BoP.

Starting in 2021 the weight penalty can be removed and the rules rewritten to specify a minimum number of attachment points.

Please share your opinion on a Touring category rule change for additional chassis/cage attachment points in T2/T3 at crbscca.com.

RESUMES

F

1. #27181 (Formula/Sports Racing Committee) Add John Petillo to Formula Sports Racing Advisory Committee
John Petillo has been added to the Formula Sports Racing Advisory Committee.

GT

1. #27188 (Kevin Allen) Ad-Hoc Resume
Kevin Allen has been added to the Grand Touring advisory committee.