

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 3, 2019

The Club Racing Board met by teleconference on August 6, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, and Peter Jankovskis BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #27172 (Lenny Torrence) Request suspension control arm bracket

Thank you for your letter. The committee has contacted the writer. The modifications being requested are already within the allowed modifications. We encourage you to continue to support the American Sedan class and appreciate your input.

FA

1. #27344 (Dave Zavelson) Request to Update the Rules for the Honda K20 Motors

Thank you for your letter. Please see the response to letter #27363 in this Fastrack's Technical Bulletin.

GCR

1. #27252 (Terry Hanushek) Request to accept MX-5 Cup Licenses

Thank you for your letter. Please see response in this Fastrack for letter #27251.

2. #27280 (Marshall Stocker) On track driver contact 6.11.1 feedback

Thank you for your letter in regard to our Fastrack request, the Board of Directors is convening a meeting at the Runoffs with representatives of the Road Racing community to address many of the issues you have raised.

3. #27335 (Art Jaso) On Track Behavior, It's Up to Us

Thank you for your letter in regard to your Fastrack request, the Board of Directors is convening a meeting at the Runoffs with representatives of the Road Racing community to address many of the issues you have raised.

GT3

1. #27327 (George Cichon) Request Rotary 12a Bridge Port Engine Fuel Induction increase

Thank you for your letter. Please see letter 27043 in the September 2019 Fastrack.

Prod General

1. #27307 (James Bell) Request a clarification of valve size in GCR

Thank you for your letter. The permitted valve size is listed on the spec line of every classification.

STU

1. #27105 (Y. Roger Maeda) Supporting letter 26908 - Rules freeze

Thank you for your letter. Please see the response to letter #26908 in this Fastrack.

2. #27161 (John Schmitt) Request non ABS modifier in STU

Thank you for your letter. The GCR already allows STU a non-ABS modifier. Please reference GCR Section 9.1.4.N.10 - Vehicles not equipped with ABS brakes may reduce their weight by 2%.

T1

1. #27052 (Cheyne Daggett) Request for No Changes to T1

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

T3

1. #26794 (David Matheson) Request 2002 WRX Spec Line clarification

Thank you for your letter. Please send in new letter asking for specific items.

2. #27250 (Jim Hanrahan) Request a clarification Mazda ND.1 VS ND.2

Thank you for your letter. The ND1 and ND2 were left on the same spec line to allow ND1 cars the potential to upgrade to ND2 status.

Not Recommended

AS

1. #27187 (John Barnett) Request camshaft/valve lifter rule change

Thank you for your letter. The committee does not recommend a cam /lifter change at this time. The committee recognizes the changes in oil additives has reduced the zinc content in many oil products but feel the introduction of a roller tappet lifter would be too advantageous due to increased ramp rates and duration increases with the same maximum lift restriction. The committee is considering alternatives to increase the reliability while reducing the cost of the powertrains in the cars. We encourage you to continue to support the American Sedan class and appreciate your input.

B-Spec

1. #26749 (Brad Davis) Request BOP adjustment

Thank you for your letter. The Club Racing Board will continue to monitor the class.

2. #27191 (Rob Piekarczyk) Request weight reduction for the 09-12 Honda Fit
Thank you for your letter. The Club Racing Board will continue to monitor the class.

3. #27193 (Rob Piekarczyk) Request to add cold air intake for 09-12 Honda Fit
Thank you for your letter. This is not recommended at this time.

F5

1. #27358 (Calvin Stewart) Please Apply the Weight Change after the Runoffs
Thank you for your letter. The Club Racing Board does not recommend changing the implementation date because this adjustment does not represent a significant change for most cars.

2. #27420 (Jason Martin) Request to Increase Wheelbase for F5
Thank you for your letter. The Club Racing Board does not recommend this change because it would effectively require competitors to lengthen the wheelbase of all existing cars.

EP

1. #27315 (Bowie Gray) Request to allow ABS
Thank you for your letter. The requested allowance is not recommended at this time.

HP

1. #27285 (Jason Isley) Request to correct Yaris weight
Thank you for your letter. Several factors and seasons of results went into the decision to adjust the Yaris, not just the results of the 2018 Runoffs. The primary factor was a sizable accumulated collection of on-vehicle data from a variety of HP vehicles. A review of data showed the Yaris was strong in every performance category, which ultimately led to the adjustment being made. The PAC is committed to continually use all of the tools at its disposal to seek better parity across all of the Prod classes, which includes how the Yaris performs at its new weight spec.

STU

1. #26908 (Mark Liller) Request a Rule Freeze
Thank you for your letter. The STAC does not anticipate any major STU changes in 2020.

2. #27389 (Juan Catala) Request for Headlights Covers with Openings for Air Ducts
Thank you for your letter. The STAC does not recommend this change at this time.

T1

1. #26978 (James Bell) Engine restrictions
Thank you for your letter. This engine is not a replacement for the cobrajt and is not legal in Touring.

T2

1. #26843 (Drew Cattell) Request to allow 3.91 Final Drive Ratio to T2 Cadillac CTS-V

Thank you for your letter. This was declined by the TAC since the requested ratio wasn't OE in the car. This is outside the class philosophy.

2. #26844 (Drew Cattell) Request to allow up to 1200 lb/in springs on T2 Cadillac CTS-V

Thank you for your letter. We would like to collect data on this car before making a change. Please come out and race it.

3. #27262 (Joe Aquilante) Request to reduce C5 weight from 3525 to 3400

Thank you for your letter. Please resubmit after Runoffs.

4. #27378 (Harley Kaplan) Request for Wing Parity

Thank you for your letter. The wings have been considered when establishing the current BOP, and removing them would negatively affect BOP. We 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.

B-Spec

None.

F5

1. #27397 (Scott Thorp) Allow External Jetting Devices on F500 Carbureted Engines

In F500, GCR section 9.1.1.D.14.A, add the following:

"Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted. *External carburetor jetting devices such as Mikuni Power Jet, Thunder PowerJet, Dial-A-Jet, IntelAJet, or other similar devices may be used, provided they are plumbed to the float bowl and body of the carburetor for which they are installed. Cockpit adjustment of external jetting devices is prohibited.*"

T1

1. #26970 (Tim Myers) Request alternative to glass and E/O allowance for the FP350S

In T1-LP, Ford Mustang FP350S (2017), add to notes as follows:

"Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. 60mm flat plate restrictor. *Lexan/poly windshield allowed +25 lbs.* No other modifications permitted."

2. #27269 (Hugh Stewart) Request JE Pistons for BMW E46 M3

In T1 BMW E46 M3, change Engine Notes as follows:

"Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. *JE Pistons # 297120 permitted.*"

Taken Care Of

T1

1. #26932 (Steve Kohli) Steve Kohli/Gt3 Honda Accord

Thank you for your letter. The member has re-joined GT3.

T3

1. #26601 (Travis Washay) Request for my 2015 VW GTI TCA world challenge race car in T3

Thank you for your letter. Member is not running the car as a world challenge car.

What Do You Think

None.

RESUMES

1. #27110 (Cheyne Daggett) Resume submission for the TAC

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

TECHNICAL BULLETIN

DATE: September 20, 2019
NUMBER: TB 19-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective All changes are effective 10/1/2019. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

AS

1. #27140 (Dave Mead) Request to add SMG to 9.1.6.B.1 AS Intent
In AS, Spec Mustang (SMG), add as follows:
"Spec Mustang (SMG)
Restricted Prep"

B-Spec

1. #27224 (David Oliveira) Request for Corrections to 9.1.10 E Item #27 D and E
In GCR section 9.1.10.E.27, add as follows:
"F. The Mazda 2, Fiat 500, 2007-10 Mini Cooper all may remove the primary cat/exhaust manifold to install their approved header. All oxygen sensors must be maintained. The original heat shields or heat wrap may be used to insulate the replacement header from objects they come close to."

2. #27388 (B-Spec Committee) Remove wording in the B-spec rules
In GCR section 9.1.10.B, make changes as follows:
"Only those cars listed *on spec lines* each year are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States and by Environment Canada for sale in Canada. They shall be models available to the general public for purchase. ~~Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.~~ Additions and deletions of automobiles shall be at the discretion of the SCCA®. The vehicle identification number (VIN) shall correspond with the model automobile classified. At least one VIN plate or stamping shall remain in place on the dashboard or chassis that corresponds with the model automobile classified."

3. #27491 (B-Spec Committee) Request to add 2013 Honda Fit model year
In B-Spec, Honda Fit (09-12), add year as follows:
"(09-~~12~~ 13)"

Formula/Sports Racing

F

1. #27400 (Formula/Sports Racing Committee) Fuel section E&O

In Permitted Fuel, GCR section 9.3.25.A, add the following:

"The use of nitrous oxide and/or propylene oxide is prohibited. The use of any substance in the following table in excess of the stated limit is prohibited either in fuel or otherwise introduced into the engine."

FA

1. #27363 (Dave Zavelson) Follow up to Letter #27344 on Honda Powered FA Rules

In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:

c. Honda Civic (K20Z3) Base Engine

In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:

d. Honda Civic (K20Z3) Upgraded Engine

In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:

e. Honda Civic (K20Z3) Engine for Swift 016 only

In FA, Table 1, remove Spec Lines K and L in their entirety and re-letter the following lines accordingly.

In FA, Table 2, add a spec line as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Swift 014 and 016 chassis only</i>	<i>Honda Civic K20Z3</i>	<i>(F) 10 (R) 14 Min. & 15 Max.</i>	<i>See FA rules</i>	<i>5 speed sequential</i>	<i>1350</i>	<i>Block must be OE Honda Civic K20Z3 2.0 liter PN 11000-RRB-810, maximum bore 86.070mm (3.3886"). Crankshaft must be OE Honda Civic PN 13310-PRB-A00, maximum stroke 86.1mm (3.390"), unmodified main and rod journals, minimum weight 37.5 lbs. Connecting rods must be OE Honda Civic PN 13320-PRB-A01, maximum center-to-center rod length 138.95mm (5.470"), minimum weight with fasteners 580g. Maximum compression ratio 12.7:1 +/- 0.2. Pistons, rings, pins, and circlips must be HPD-supplied kit PN 13100-FC4Y-A000, piston minimum weight 325g, wrist pin minimum</i>

weight 101g. Head must be OE Honda Civic K20Z3 2.0 liter PN 12100-RBC-000, ports must be as cast beginning 1.00" into ports. Valves must be OE Honda Civic K20Z3 2.0 liter PN 14711-PRB-A01 with minimum stem diameter 5.445mm and maximum head diameter 35.15mm (intake), PN 14721-PRB-A00 with minimum stem diameter 5.420mm and maximum head diameter 30.15mm (exhaust). Valve springs must be HPD-supplied kit PN 14700-FC4YA000. Camshafts must be OE Honda PN 14100-FC4Y-A000 (intake and exhaust set). Maximum intake valve lift measured at retainer PRI (front) 8.50mm, MID 13.50mm, SEC (rear) 9.50mm, maximum exhaust valve lift measured at retainer PRI (front) 8.00mm, MID 12.20mm, SEC (rear) 8.00mm. Maximum intake valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 262 degrees, SEC (rear) 210 degrees, maximum exhaust valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 250 degrees, SEC (rear) 202 degrees. Intake manifold and throttle body assembly must be used as delivered from HPD, ports must be as cast beginning 1.00" into ports. Fuel injectors must be OE Honda Civic K20Z3 2.0 liter PN 16450-RBB-003, fuel rail must be OE Honda Civic K20Z3 2.0 liter PN 16220-RAA-A01. Exhaust header must be used as delivered from HPD. Collector must be 4-into-1 design. The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget minded engine option.

FE

1. #27365 (Robey Clark) FE Wet Tire E&O
In FE, GCR section 9.1.1.I.13, change as follows:

"WET

Hoosier

Front: P/N: 44195 W3, 22.0 X 7.5-13

or P/N: 44196 W3, 22.0 X 7.5 **8.0**-13

Rear: P/N: 44217 W3, 22.0 X 9.0-13"

FV

1. #27398 (Formula/Sports Racing Committee) Allowed Modifications E&O

In FV, GCR section 9.1.1.C.5.D.1, make changes as follows:

"Replacement of standard exhaust system with any exhaust system, provided that the closest part of the opening from which exhaust gases exit is ~~no closer than~~ **an absolute minimum of** one (1) inch behind the rearmost part of the body and the farthest part of the opening is ~~no farther than~~ **an absolute maximum of** four (4) inches behind the rearmost part of the body."

P2

1. #27414 (Formula/Sports Racing Committee) Update Engine Table Line E notes

In the P2 Engine Table, Line E, change the notes as follows:

"Group CN non-composite chassis with stock Honda K20A-FD2 must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (~~restrictor implementation effective 3/1/2019~~)."

GCR

1. #27298 (GCR Committee) Sound Meter Cable Certification

In GCR section 5.7.1.G., make changes to Sound Control as follows:

"G. Ensure that yearly certification of the equipment (meter, ~~cables~~, microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory."

2. #27312 (SCCA Staff) Request to add B-Spec to 9.3.40

In GCR section 9.3.40., make changes as follows:

"The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, **B-Spec** and Improved Touring) where the failure of the clutch or flywheel could create a hazard to the driver."

Grand Touring

None.

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

STL

1. #27399 (Josh Smith) Request to Classify Spec MX-5 Challenge in STL

In STL, classify the Mazda Spec MX5 Challenge as follows:

STL	Maximum Displacement	Minimum Weight	Notes
<i>Mazda Spec MX5 Challenge (Effective 01/01/2020)</i>	<i>2000</i>	<i>2500</i>	<i>Mazda MX5 Challenge car must utilize the following components: Roush CNC cylinder head 0000-01-5300, Mahle standard or +0.005 0000-01-5310, OEM camshaft, 11:1 compression ratio, header 0000-06-5407-NC, exhaust 0000-06-5427-NC, cold air intake 0000-06-5150-KT, ECU flash 0000-01-5379, Pagid front brake pads 0000-03-5104-SP or endurance pads 0000-03-5104-EN, Pagid rear brake pads 0000-03-5114-SP or endurance pads 0000-03-5114-EN, Penske front shock 0000-04-5291-SA, Penske rear shock 0000-04-5292-SA, Penske rear mount kit 0000-04-5358, Front mount kit 0000-04-5359, Front offset bushing 0000-04-5407-NC, Eibach front springs 0000-04-9700-08, Eibach rear springs 0000-04-9400-07, Eibach helper springs 0000-04-9926, Eibach front sway bar 0000-04-5306-FT, Eibach rear sway bar 0000-04-5306-RR, Interior finish panels 0000-07-5822, C&R radiator/oil cooler assembly 0000-01-5504-CR, Oil cooler adapter and lines 0000-01-5511-KT, ACT clutch 0000-02-5004-G6, wheels 17x8 #TBD and Toyo 235-40-17. No other Super Touring modifications or allowances permitted except as noted in this spec line.</i>

Touring

T3

1. #27155 (Tyler Quance) Request Mazda NC MX-5 alternate transmission gear ratios

In T3, Mazda MX-5 NC (06-15), add as follows:

"3.82, 2.26, 1.64, 1.18, 1.00, 0.83

or

3.82, 2.26, 1.64, 1.18, 1.00, 0.79

or

3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)"

COURT OF APPEALS

None to report.