

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.

The Club Racing Board met by teleconference on January 7, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, and Shelly Pritchett, secretary. Also participating were: Chris Albin, Bob Dowie, Marcus Merideth, and Steve Strickland BoD liaisons; Eric Prill, Chief Operations Officer, 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

F5

1. #28064 (Zachary Morvik) Parity Eval/Perf Adjustments and/or Methods

Thank you for your letter. The 600cc motorcycle engines have not received annual restrictor changes; the Club Racing Board last changed the restrictor size three years ago. Please see the response to letter #21020, January 2017 Fastrack Technical Bulletin. The change to a 28mm restrictor for the 2020 season is well-supported by rate-of-acceleration data obtained during the 2019 National Championship Runoffs. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

P1

1. #28018 (Kevin Kloepfer) Sealed 2.0 and 2.3 Liter MZR Engine

Thank you for your letter. Regarding the sealed 2.0L MZR option, please see the response to letter #28046 in this Fastrack's Technical Bulletin. The sealed 2.3L option was eliminated following the 2017 season. Please see the responses to letter #22614, October 2017 Fastrack Technical Bulletin, and letter #23875, March 2018 Fastrack Technical Bulletin.

GCR

1. #27923 (Tim Linerud) Rain Lights on Non Formula and Sports Racing Cars?

Thank you for your letter. This change is to address a safety issue when racing in the rain and is a fairly simple modification to implement.

2. #27960 (SCCA Staff) Lap Records

Thank you for your letter. Current GCR language is adequate as written.

GT General

1. #25579 (Ron Randolph) Request to Add PCA Club Racing class GTB1 to SCCA T2

Thank you for your letter. No additional requested information has been supplied.

GT3

1. #27890 (Larry Hansen) Request for Nissan Engine Competition Adjustment

Thank you for your letter. Please see latest Fastrack.

2. #27897 (Jason Whitley) Request for Nissan Choke Adjustment

Thank you for your letter. This change is not recommended at this time. The CRB is investigating all 4V vs. 3V engine potential change.

3. #27946 (Chad Bacon) Restrictor Size Change Request

Thank you for your letter. Please see latest Fastrack.

Prod General

1. #27805 (Bill Lamkin) Against a Tire Box Rule

Thank you for your input. This is not a topic that is actively being discussed at the moment. If that were to change, member input will be requested.

T2-T4

1. #27377 (Harley Kaplan) Aftermarket ECU's

Thank you for your suggestion. We are looking at your suggestion closely and we are researching aftermarket ECUs and their future role in the touring classes.

Not Recommended

B-Spec

1. #27881 (Tony Roma) B-Spec Ballast Ideas

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

F5

1. #28065 (Chuck McAbee) Fuel/Air Inlet Area

Thank you for your letter. The calculation of the disparity in the air inlet area of the 600cc motorcycle engines and two-cycle snowmobile-derived engines does not take into account the significant difference between the four-cycle and two-cycle cars' minimum weights. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

2. #28068 (Jay Novak) Modification to Letter #27664

Thank you for your letter. These changes are not recommended. The Club Racing Board recently adjusted the minimum weight and inlet restrictor of the 600cc motorcycle-engine cars, and the Board of Directors has also approved the use of external jetting devices on the two-cycle cars. Time needs to be afforded these changes to evaluate their effectiveness in promoting competition between the two platforms.

FV

1. #28126 (Thomas Galuardi) Request to Allow Any Rain Tire for Regional Racing.

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #26213 and #26220 in the March 2019 Fastrack Minutes.

GT General

1. #27856 (Jonathan Spiegel) Options for weight adders

Thank you for your letter. The non IRS cars that wish to run IRS in GTL are required to run the 2.5 weight addition.

GT2

1. #27961 (Craig Anderson) Request to Create Separate Spec Lines for Corvette Generations

Thank you for your letter. For Club Racing purposes the CRB feels the rules adequately cover the engine combinations as written.

GT3

1. #27879 (William Davis) Weight adjustment for disenfranchised GT2 cars (Pontiac)

Thank you for your letter. Change is not recommended until such time that the CRB decides to make additional allowances for all "disenfranchised GT2 cars".

EP

1. #27819 (Aaron Downey) Mazda RX3 - Rear Coil-Overs

Thank you for your letter. After much thought, it is believed that changing the type of spring/suspension is too against the core philosophy of the Production Category to be considered.

FP

1. #27612 (Keith Church) Request weight penalty for Mazda Miata

Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. The top four qualifiers were within half a second of the pole, were all under the track record, and were made up of three different classifications. Unfortunately the top five qualifying non-Miata vehicles all suffered issues during The Runoffs race, which effected their finishing positions.

HP

1. #27729 (Dick Gagliardi) Request for Weight Adjustment for VW GTI and Scirocco Mk2

Thank you for your letter. Qualifying results, collected in-car data, trap speed data, and year long competition does not support this change.

2. #27853 (Mike Ogren) Please Add 100# to Early Honda

Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. Please also note that the top six non-Honda qualifiers at The Runoffs, four of whom started in the top five, all suffered an issue that effected its finishing position.

Prod General

1. #27977 (Mike Ogren) Please Modernize the Valve Lift Measurement Rule

Thank you for your letter. This is not a significant of enough issue to be worth forcing a large number of competitors to spend significant time and money to re-design their cam shaft(s), with little to no effect on class parity/performance. If the letter writer feels there are certain vehicles that would've benefited significantly enough from this allowance to gain a real and needed performance advantage, then the performance potential of those specific vehicles needs to be looked at individually.

2. #27981 (Mike Ogren) Request for Air Dam Rule Clean Up to Meet Current Tech Protocol

Thank you for your letter. The front splitter/air-dam rules and fender flare rules are adequate as written. Each are well defined individually, and it is the responsibility of the competitor to ensure that their vehicle is in compliance with each. How they chose to tie the two areas together must be done within the confines of these rules as they are written, and must be able to pass the scrutiny of tech inspection. The PAC/CRB would like to remind competitors that although "the exterior contour of all wheel openings may be flared", this flaring "may not alter the basic body configuration or change the wheel opening size, location or shape when viewed from the side".

ST General

1. #27638 (Eric Heinrich) Request Traction Control clarification

Thank you for your letter. Traction Control is not permitted to be used in the ST classes.

STL

1. #26917 (Alan Cross) RX8 weight/plate adjustment

Thank you for your letter. The current RX8 Renesis powered STL cars are matched to the MZR 2.0L, without further data, we feel no changes should be made at this time. We will continue to monitor data and evaluate for possible adjustments in the future.

2. #27669 (Tom Fowler) Request for Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

3. #27925 (Christopher Childs) Request for RX8 Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

4. #27938 (Alan Cross) Regarding Letter Number 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

5. #28105 (Alan Cross) Tabled Letter 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

T1

1. #26492 (Randall Smart) Request to Classify Honda J35A4 Engine in GT3

Thank you for your letter. Touring 1 is moving away from classifications like this.

T2

1. #27770 (William Moore) Request to change 9.1.9.2 Touring (T2-T4) category specifications

Thank you for your letter. A rule change is not recommended at this time. Driver egress and safety may be compromised.

2. #28015 (Joe Aquilante) C5 BOP Post Runoffs

Thank you for your letter. As noted, recent changes have been made to these cars. We will continue to monitor the class and these cars.

T2-T4

1. #27431 (Stephen Blethen) Request for Ceramic Seals

Thank you for your letter. Modification of engine internals isn't consistent with the T4 class philosophy.

T3

1. #28051 (Ben Slechta) Nissan 350/370Z Tire Size

Thank you for your letter. The Balance of Power (BOP) in a class like T3 is established using lap times, data reports, race finishes, and on-track experience. These processes have established that the 350z can be competitive with the 245 tire. There have also been recent changes made to the 350z that should have a significant effect on its performance. Race results and data will be needed before further changes are made.

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.

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors

In GCR, Section 9.1.9.2.D.6.a.6., add as follows:

"In T2 only - Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter."

Taken Care Of

FA

1. #28017 (Bill Gillespie) Opposed to 31mm SIR Adjustment for Swift 016

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

2. #28021 (Larry Howard) Remove Proposed 31MM SIR and Reinstate the 1420lb Max Weight

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #27880, January 2020 Fastrack Technical Bulletin, and letter #26063, February 2019 Fastrack Technical Bulletin.

3. #28076 (Lee Alexander) Opposed to 31mm Restrictor for Swift 016 in FA

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

4. #28077 (Richard Zober) Swift 016 Rules Changes

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

GCR

1. #27364 (David Arken) Road Racing Rules on Passing

Thank you for your letter. Racing Room Guidelines are being developed to address the items addressed in the request.

2. #27506 (Sydney Yagel) Radical Cup/SCCA Pro Path to Runoffs

Thank you for your letter. Radical Cup is currently approved in path to Runoffs, please see GCR 3.7.4.A.1.

Prod General

1. #28020 (Keith Church) Cam Lift Measurement

Thank you for your letter. Please see response to Letter #27977 in the current Fastrack.

T1

1. #26909 (THOMAS DEWITT) Request BoP for Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

2. #27578 (Don Van Nortwick) Over-Restricted Shelby FP350S

Thank you for your letter. Please see letter # 26662 in current Fastrack.

3. #27587 (THOMAS DEWITT) Request for Open Springs and Shocks on Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

4. #27588 (THOMAS DEWITT) Request for larger Restrictor on Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

5. #27703 (Touring Committee) Add OEM Shelby FP350S 5.2L to T1

Thank you for your letter. Please see letter # 26662 in current Fastrack.

6. #27926 (Christopher Childs) Request for Restrictor Change for FP350S

Thank you for your letter. Please see letter # 26662 in current Fastrack.

T3

1. #27311 (Michael Kritikos) Request to classify 2006-2012 BMW 330/328 E99/E92 chassis

Thank you for your letter. Please see letter 26663 in current Fastrack.

2. #27955 (Josh Smith) GMX-5 ND2 Cup Car

Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

3. #27956 (Josh Smith) GMX-5 BFG Tire

Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

What Do You Think

None.

RESUMES

None.