

The Club Racing Board met by teleconference on September 1, 2020. Participating were Peter Keane, Chairman; David Arken, David Daugherty, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

FC

1. #29339 (Erik Oseth) Spec Tire Request

Thank you for your letter. Based on member input, the Club Racing Board recommends pursuing a spec/control tire for Formula Continental through the Road Racing Department for the 2021 racing season and beyond.

No Action Required

F5

1. #29459 (John SpitleII) Support for letter #29453

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29453 in this Fastrack.

FC

1. #29389 (Tim Minor) Request Spec Radial Tire

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

2. #29391 (Greg Rice) Supports a Spec Tire for FC

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

3. #29392 (Tom Hope) Supports a Spec tire

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

4. #29393 (Dave Freitas) Supports a Spec tire

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

5. #29395 (Scott Vreeland) Supports a Spec tire rule

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

6. #29396 (Lyn Greenhill) Supports a Spec Tire for FC

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

7. #29398 (Bill Johnson) FC Spec Tire Request

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

8. #29402 (Robert Allaer) Opposes Spec tire in FC - not in favor

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

9. #29407 (Dave Weitzenhof) FC Spec Tire

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

10. #29412 (Chuck Moran) FC Spec Tire: Yes, But...

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

11. #29420 (Robert Wright) Spec Tire Support

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

12. #29425 (Chris Scharnow) Spec Tire Support

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

13. #29426 (Gray Fowler) Favors FC Spec Tire

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

14. #29436 (Chuck Moran) An Added Comment on Spec Tires

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

15. #29457 (Lyn Greenhill) Oppose Zetec Minimum Weight Change

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #29339 in this Fastrack and letter #28888 in the August 2020 Fastrack Technical Bulletin.

16. #29485 (Jeffrey Pietz) Tire Proposal for FC

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #29339 in this Fastrack.

FE2

1. #29372 (Larry Winkelman) Clarify gurney flap specification

Thank you for your letter. Please see the response to letter #29445 in this Fastrack's Technical Bulletin.

FV

1. #29383 (Thomas Galuardi) No to 4 bolt wheels again

Thank you for your letter. Please see the response to letter #29242 in the September 2020 Fastrack Minutes.

2. #29434 (Jeff Adams) Support of Proposal #28955 to allow 4-bolt pattern wheels
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #29466 (Matt Clark) Favors 4-bolt disc brakes in FV
Thank you for your letter. The Club Racing Board appreciates your comments.

GT2

1. #29163 (Butch Kummer) Stock Car Bodies in GT2
Thank you for your letter. Please see the response to letter #29219 in current Fastrack.

GT3

1. #29342 (Stephen Lamana) Request Venting for Transmission Cooler
Thank you for your letter. We would like to direct you to GTCS section 9.1.2.F.6.c.4 where your request has already been covered: 4. Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers and/or the rear brakes. Air passing through the differential/transmission coolers may be exhausted through an opening identical in size and location to the rear license plate frame.

GTX

1. #29354 (Chris Ludwig) Clarification of GTX B.4
Thank you for your letter. The procedure is to write a letter requesting "fuel injection system part # XYZ" and the CRB will review your request with an approval or denial.

FP

1. #29463 (J Manny Forteza) Request Production clarification
Thank you for your letter.
"Suspension and Steering Level 1" rule 9.1.5.E.4.c states:
"Bolt on suspension cross members/sub-frames are unrestricted."
So yes, in Level 1, those items could be replaced entirely, as they are unrestricted.

"Suspension and Steering Level 2" rule 9.1.5.E.5.c.4 states:
"Suspension cross member/sub frame mounting bushing material is unrestricted."

There are no further allowances within the "Suspension and Steering Level 2" section (9.1.5.E.5) regarding the "cross member/sub frame", so yes, the stock member(s) must be retained.

Strategic

1. #27966 (Joe Camilleri) 2020 Runoffs Qualifying Changes
Thank you for your letter. Due to COVID, the 2020 Runoffs requirements were altered so drivers can more easily attend the Runoffs. Qualification requirements will be revisited for 2021.

2. #27969 (David Mead) Request to Change How Conference Points Are Awarded
Thank you for your letter. Due to COVID, the 2020 Runoffs requirement and associated points have been altered to compensate for drivers opportunities to attend races. Points and qualification will be revisited for 2021.

3. #27974 (Raymond Blethen) Request for Podium to Be Eligible for Following Year's Runoffs

Thank you for your letter. The rule is adequate as written with no changes at this time.

T2

1. #29299 (Harley Kaplan) Wings in T2

Thank you for letter. T2 will continue to be monitored and appropriate corrective changes applied as necessary. We agree the issue of wings is challenge.

Not Recommended

FV

1. #29151 (Chris Zarzycki) Clarification on Wheel Bolt Pattern

Thank you for your letter. The Club Racing Board has recommended allowing the 4-bolt pattern wheels from the 1967-1973 Type 1 to permit competitors to run an off-the-shelf VW Beetle 4-bolt disc brake single-piece hub/rotor with an off-the-shelf single piston floating design that meets the caliper minimum weight rule and is in line with the price range envisioned during consideration of the FV disc brake proposal. The process of referring this recommendation to the Board of Directors allows ample time for competitors to provide comments both for and against the proposed change, which achieves the same overall goal as a WDYT. The Club Racing Board does not plan to allow the use of the existing 4-bolt drums, which are wider than the 5-bolt drums and would not permit competitors to comply with the existing track-width limitations.

P1

1. #29232 (Johnnie Crean) Request BoP for Stohr

Thank you for your letter. This change is not recommended. The P1 Engine Table includes multiple engine types and displacements for which minimum weights and restrictor sizes have been established through the collection of on-track rate-of-acceleration data. The Club Racing Board does not have the resources to tailor alternative weight and restrictor combinations to the specific needs of individual competitors while ensuring a balance of performance with existing platforms.

GCR

1. #29134 (SCCA Staff) Request to remove section 9.1.11 Spec MX5 Regional Class from GCR

Thank you for your letter. A national class is being developed, at which time we will consider removing from regional.

ITS

1. #28927 (Josh Smith) Request Spec MX-5 cylinder head

Thank you for your letter. Head machining as described is not within the class philosophy.

EP

1. #29394 (J Manny Forteza) Weight of the EP 94-98 Mustang

Thank you for your letter. Many factors go into trying to determine how much power a car will make in Prod trim, including analysis of the stock engine design, specs, and limitations, and an educated estimate is made of the gains it could see within the Production rule-set. With no additional information being presented, like on-track performance, vehicle dynamics data, or dyno plots, there is no new reasoning presented to drive a re-evaluation of this vehicles classification. The Production Committee always encourages competitors to build, campaign, and share, to help build better parity and competitiveness for not only their own vehicle, but for all of the Production category.

Prod General

1. #28644 (Greg Amy) Request to consider allowing factory ABS in Prod

Thank you for your letter. The introduction of ABS into the Production Category was discussed and surveyed at great length, while additional changes to the Brakes section of the rule-book were being considered. However, due to competitor response

and feeling to this specific issue, as well as several other changes also being made to the brake rules at the moment, it is not recommended to add ABS into the Production Category at this time.

2. #29417 (Chris Taylor) Disband Prod Entirely

Thank you for your letter. It is not recommended by the Club Racing Board to disband Production.

Strategic

1. #28222 (Joe Harlan) Idea for participation requirements

Thank you for your letter. The BOD is supporting the current proposal and will continue on this course for now.

STL

1. #29300 (Harley Kaplan) Request to Remove Rear Wheel Drive Penalty

Thank you for your letter. We will continue to monitor and collect data.

STU

1. #29446 (Peter Federlin) Sequential Shift Transmission Clarification

Thank you for your letter. The change you have requested would require a penalty.

T1

1. #27896 (Chris Edens) Turbo Miata Straight Line Help

Thank you for your letter. Letter writer will be running the car at Super Tours for data and the TAC will help ensure the car is selected for collection.

2. #28889 (Tim Horrell) Request to classify Porsche GT4 type 981

Thank you for your letter. Unfortunately the car is outside of the philosophy for T1.

T2

1. #28559 (Michael Moore) Request to allow other manufacturers of airboxes for E46 M3

Thank you for your letter. This car is competitive as classed. Parts like this one are generally not permitted in T2. Additional options like this one are not recommended at this time. The part is no longer out-of-stock.

2. #29037 (Kurt Rezzetano) 98-02 Camaro/ Firebird Updates

Thank you for your letter. The changes are outside the Touring philosophy.

3. #29038 (Kurt Rezzetano) 98-02 Camaro/ Firebird Suspension

Thank you for your letter. We are working to correct the disparities in T2 and to bring the outliers back into the T2 philosophy.

T3

1. #29047 (Angelica Sprehe) T3 Subaru BRZ Weight Break Request

Thank you for your letter. At this time, the TAC would like to see more data before considering any BOP adjustments.

T4

1. #28612 (Colin Koehler) Request FRS/BRZ Tire section width reconsideration to 235

Thank you for your letter. The data available on the FRS-BRZ shows that it is competitive as classed.

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.

Prod General

1. #27417 (Jesse Prather) Alternate Brakes for Production

In Production, GCR section 9.1.5.E.7., Brakes Level 1 and 2, make changes as follows:

~~"a. Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two-piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock. Stock brake calipers and stock-size brake rotors may be used without penalty, as defined in the "Brakes Std." and "Brakes Alt." columns of a vehicle's spec line.~~

b. Any other non-stock brake calipers and/or non-stock-size brake rotors may be used with a penalty of 2% of the base weight.

1. Non-stock brake calipers must have a max of 4-pistons and the caliper body must be made of ferrous or aluminum material. Calipers must be mounted in the same location and orientation as the stock positioning. Mounting brackets are unrestricted, but must be made of ferrous or aluminum material. Stock caliper mounting tabs may be modified or removed to facilitate caliper installation. In all other regards, non-stock brake calipers are unrestricted.

2. Non-stock-size brake rotors are unrestricted, provided they fit inside the max wheel limitations on a vehicle's spec line.

c. All brake rotors must be made of ferrous material, and can be cross-drilled and/or slotted. A two-piece hat and rotor design may be utilized, but the hat must be made of ferrous or aluminum material.

d. Alternate drums can be used, but must be made of ferrous or aluminum material, and be the stock diameter, width, and design.

~~e.~~ *e. Cars fitted with rear drum brakes, can convert to rear disc brakes without penalty. Note that the "Brakes Std." and "Brakes Alt." listings on a vehicle's spec line do not prohibit a car that was fitted with rear drum brakes stock, from converting to rear disc brakes under this rule. When converting from rear drum brakes to rear disc brakes:*

1. Rear brake rotors must be solid and can be no larger in diameter than the largest permitted front brake rotor, as defined on the vehicle's spec line. Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors cannot be cross drilled or slotted.

~~2.~~ *2. Rear brake rotor hats can be made of a ferrous or aluminum material.*

~~3.~~ *3. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material.*

The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.

f. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.

g. Servo assists are unrestricted.

eh. Drum brake wheel cylinders are unrestricted.

fi. Brake pads and brake linings are unrestricted.

gj. Brake lines are unrestricted.

hk. The hand brake and its operating mechanism can be removed.

il. ~~Brake Ducting~~ *Brake air ducts can be fitted. Front duct inlet(s) cannot extend to the side beyond the center-lines of the front wheels, or beyond the forward most part of the front bodywork/air-dam. Rear duct inlet(s) must face forward, cannot extend to the side beyond the center-lines of the rear wheels, or be located more than 24" forward of the rear axle center-line.*

~~1. Brake air ducts can be fitted.~~

~~2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.~~

~~3. Rear brake duct inlet(s) must face forward, they must be located no more than 24" forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.~~

m.4. Backing plates and dust shields are unrestricted."

Taken Care Of

EP

1. #29114 (Kevin Koelemeyer) In Favor of 4 piston caliper

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

FP

1. #29169 (Perry Simonds) Favors brake upgrade

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

Prod General

1. #27524 (Brett Whisenant) Modernizing Production Class Brake Rules

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

2. #27803 (Michael Sperber) Support for Modernization Of Prod Brake Rules

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

3. #27852 (Dave Stephens) Request to Allow Modernization of Prod Brake Rules

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

4. #28743 (Sam Halkias) Request Alternate Front Brakes

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

5. #29126 (Chris Schaafsma) Production Brakes

Thank you for your letter. Please see response to letter #27417 in current Fastrack.

T2

1. #28513 (William Moore) Stop Tech Brakes-2014 Camaro T2

Thank you for your letter. The category rules were already changed to allow 2 piece rotors on T2 cars.

What Do You Think

None.

RESUMES

1. #28186 (Michael Spencer) Interested in Serving on the ITAC

Michael Spencer has been added in the ITAC.