

Board of Directors Meeting Minutes– 2 November 2020

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The Board of Directors met via Zoom Conference, November 2, 2020 at 8:00pm CST.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Jason Isley, Peter Jankovskis, Marcus Merideth, Steve Strickland and Jeff Zurschmeide.

National Staff: Participating were Michael E. Cobb, President & CEO

Guest(s): None

- Call to Order – Vice Chairman, Helman – 8:00PM CST

- Agenda Review – Vice Chairman, Helman

- 2021 CRB Recommended Rule Changes – Motion to Approve MM/BD – PASSED
Attachment “A”

- Venture’s Chairman Update – Jankovskis provided an update to the Board.

Motion made that Jim Rogaski remain Chairman of the Stewards for 2021 – JB/CD – PASSED

- SCCA Foundation Bylaws Discussion – Coleman. Motion to Approve edits – AC/SS – PASSED

- SCCA Operations Manual Update Discussion.

Motion to adjourn: PASSED

Respectfully submitted, Mary H. Hill

ATTACHMENT "A"



Recommended Rules Changes

Recommended Items for 2021

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

January - April

1. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics
In GCR, section 9.1.10.E., add the following:

"44. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line."

ST General

1. #28224 (SCCA Staff) Request to clarify wicker height
In ST, GCR section 9.1.4.D.4.d., add as follows:

"Maximum allowable wicker height is 0.50 inches."

May

GCR

1. #28168 (Robert Wright) Request to add Pro Racing runoffs eligibility
In GCR 3.7.4.A.1.a, add to FX as follows:

"USF2000 MZR (FRP rules)"

2. #28575 (Stephen Hyatt) Request to use of FIA disability identification
In GCR, section 9.3.29. add as follows:

"E. Disability Identification

To ensure course marshals, emergency services crew, and other officials are made aware that the driver may need to be dealt with differently in case of an emergency, non-ambulant drivers must display the disability identification symbol on both sides of the car near the driver's compartment."

IT General

1. #28610 (Improved Touring Committee) Remove Verbiage about an Assessment Clock in 9.1.3.C.
In Improved Touring, GCR section 9.1.3.C, change as follows:

"During the initial vehicle classification process, the Club shall assess vehicle performance factors such as – but not limited to – manufacturer’s published specifications for engine type, displacement, horsepower, and torque; vehicle weight; brake type and size; suspension design; and aerodynamic efficiency. Based only on such clearly measurable physical factors, a minimum allowable weight shall be established. ~~At the end of the second, third, and fourth full years of classification, the vehicle’s racing performance relative to other vehicles in its class shall may be evaluated.~~ If the Club deems that, in the interest of fostering greater equity within a class, a vehicle should be reclassified to another Improved Touring class, such a reclassification may be made. ~~Alternatively or additionally, if the Club deems that an upward or downward revision in the minimum allowable weight is warranted, such an adjustment may be made.~~ At the end of a vehicle’s fourth full year of Improved Touring classification, the vehicle’s minimum weight shall be established. Cars with weights assigned prior to 1/1/2005 may have their weights reassigned using the same process that is used for new listings. Should this occur, the assessment clock will start anew. ~~Racing history of this particular model may be considered at this time and an adjustment may be included in the new minimum weight, and the adjustment may be reconsidered at the end of any of the first four full years of competition.~~ If at any time an error is discovered in the physical factors used to assess a vehicle’s weight or an error was made during the application of the weight-assignment process, the error may be corrected. ~~Should such an error correction occur, the assessment clock will start anew.~~ Racing history of this particular model may be considered at this time and a performance compensation adjustment may be included in the new minimum weight, ~~and the racing history of this model may be evaluated for an adjustment at the end of any of the first four full years of competition after the correction is made.~~ On rare occasion—and only after careful review of the actual racing performance of a particular make/model/ year of vehicle—the Club may reclassify a vehicle, revise a vehicle’s minimum allowable weight, and/or in the most extreme situation an intake restrictor may be required. Such an action shall be taken solely for the purpose of restoring equity within the vehicle’s class."

June

B-Spec

1. #28787 (Josh Smith) Request for Mazda Motorsports Radiator
In B-Spec Spec Lines, Mazda2 (10-14), add to Notes as follows:
"Allow Mazda part number - 0000-01-2501-CR Radiator."

GCR

1. #28653 (SCCA Staff) Update GCR Language - Change Practice Day to Test Day

In GCR, Section 3.1.5., change as follows:

~~"3.1.5. Practice~~ *SCCA Test* Days"

~~"Practice~~ *SCCA Test* Days are non-competition track days scheduled, sanctioned, and insured under standards included in AppB. ~~Practice~~ *SCCA Test* Days are conducted according to the GCR. *This does not apply to track-run test days.* In addition, the following standards apply:

A. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers’ School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternative Drivers’ School may participate in SCCA ~~Practice~~ *Test* Days in accordance with the provisions of AppC.2.7.E.3.

B. 9.1 identifies the classes of cars eligible to compete in ~~Practice~~ *SCCA Test* Days."

In GCR, Section 7.2., change as follows:

"A driver on probation may be restricted to competing in his Division; limited to competing in certain types of levels of events; or required to perform specified event related activities, including attending an SCCA Drivers' School. Participating in SCCA Practice *Test* Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation."

In GCR, APPENDIX B, change as follows:

"A. The Division's Race Schedule encompasses all road race activities, including *U.S. Major Tour events*, Regional Events, Drivers' Schools, *and Practice SCCA Test Days*, ~~Performance Driving Experience and Time Trial events.~~"

In GCR, APPENDIX D, change as follows:

"3.1.5.E. A RD or CS is required for an SCCA sanctioned Practice *Test* Day."

In GCR, INDEX, change as follows:

In P: "~~Practice Days 26~~"

In T: "*Test Days 26*"

SM

1. #28566 (James Wetter) Request to Remove Speedo Cable

In Section 9.1.7.8, add the following:

"k. Removal of speedometer cable is permitted."

STL

1. #28798 (Christopher Jurkiewicz) Request to remove BMW S14B20 factory ported head

In STL, Table B, remove BMW S14B20.

STU

1. #28784 (David Mead) Request to remove Mercedes CLK classification

In STU, remove Mercedes CLK classification.

July

FV

1. #28955 (Formula/Sports Racing Committee) Allow 4-bolt pattern wheels from 1967-1973 Type 1

In GCR section 9.1.1.C.3.C, make changes as follows:

"Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein *or 1967-1973 Type 1*, or any steel fifteen (15) inch X 4.5J VW wheel with the same 5-bolt pattern as the standard fifteen (15) inch X 4J wheel *or 4-bolt pattern of the 1967-1973 Type 1*, all within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip on). Hub cap clips shall be removed."

August

AS

1. #27909 (Scott Marcero) Request for 2005-2009 Restricted Prep 4.6 3V Parts

In GCR, AS Spec Lines, section 9.1.6., Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder add to notes as follows:

"Ford Performance camshafts Kit P/N-M-6550-3V is permitted."

2. #28748 (Philip Smith) Request for Max Rotor Diameter Change

In AS Spec Lines, change Brakes (Max) as follows:

Ford Mustang Incl. Cobra (99-04): "~~12.2~~ **13.1** x 1.27Disc"

Ford Mustang GT (05-14): "~~12.2~~ **13.1** x 1.27Disc"

Mercury Capri (79-86): "~~12.2~~ **13.1** x 1.27Disc"

Chevrolet/Pontiac Camaro& Firebird (82-92): "~~12.2~~ **13.1** x 1.27Disc"

Chevrolet/Pontiac Camaro& Firebird (93-02): "~~12.2~~ **13.1** x 1.27Disc"

Chevrolet/Pontiac Camaro& Firebird (93-97) Restricted Prep. 5.7LV-8 (Iron Block, Aluminum Heads) LT1, 2valves per cylinder: "~~12.2~~ **13.1** x 1.27Disc"

Chevrolet/Pontiac Camaro& Firebird (98-02) Restricted Prep. 5.7LV-8 (Aluminum Block, Aluminum Heads) LS1, 2valves per cylinder: "~~12.2~~ **13.1** x 1.27Disc"

Chevrolet Camaro (10-15): "~~12.2~~ **13.1** x 1.27Disc"

Ford Mustang Incl. Cobra & Cobra R (79-93): "~~12.2~~ **13.1** x 1.27Disc"

Ford Mustang Incl. Cobra thru 95(94-98): "~~12.2~~ **13.1** x 1.27Disc"

In AS, GCR section 9.1.6.D.5.b.2.c, add as follows:

"Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is ~~12.2~~**13.1** inches X 1.27 inches. (*full prep spec lines 10x*)"

GT3

1. #27576 (Chris Edens) Request for Addition to GT3 Approved Turbo List

In GT3, GCR section 9.1.2.F.7.h.6., add turbocharger as follows:

"*d. Borg-Warner EFR6258*"

In STU, GCR section 9.1.4.1.H.5, add turbocharger as follows:

"*- Borg-Warner EFR6258*"

ST General

1. #27576 (Chris Edens) Request for Addition to GT3 Approved Turbo List

In GT3, GCR section 9.1.2.F.7.h.6., add turbocharger as follows:

"*d. Borg-Warner EFR6258*"

In STU, GCR section 9.1.4.1.H.5, add turbocharger as follows:

"*- Borg-Warner EFR6258*"

T2

1. #28946 (Eric McCoy) Request brake upgrade and electric power steering pump

In T2, Spec Lines, Porsche Cayman S, Spyder (10-12) , add to notes as follows:

"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. *Porsche motorsports item # 9913140158C allowed. Stop Tech calipers #83.788.6700.R1 (f) #83.799.0046.R1 (r) allowed.* Removal of rotor dust shields is allowed. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

September

AS

1. #29176 (Chris Majba) Request SPC 66045 Front Upper Control Arm for Dodge Challenger
In AS Spec Lines, Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Iron block, Aluminum heads),
2 valves/ cylinder, add to Notes as follows:
"SPC-66045 front upper control arms are permitted."

GCR

1. #29166 (Phil Shuey) USE OF
In GCR, Section 8.3.3., Action Against Cars, change as follows:
"An entrant or driver may initiate an action against a car in his race group for non-compliance using a Protest. ~~Any participant~~ *Only entrants, drivers, or race officials* may protest the fuel used in any car in a competition as specified in 9.3. Fuel. A Protest against a car is also a Protest against its driver and entrant."

In GCR, Section 9.3.25.A., Permitted Fuel, change as follows:
~~"Any participant~~ *Only entrants, drivers, or race officials* may protest the fuel in any car to determine compliance with the provisions of these fuel rules."

2. #29167 (SCCA Road Racing) Errors & Omissions Section 9.3.29a
In GCR, Section 9.3.29.A., Numbers and Class Letters, change as follows:
"The numeral "1" shall be exclusively reserved for the current national champion in each class for ~~national events~~ *Conference Majors/Super Tour events*. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference. Duplicate car numbers within the same run group is prohibited. ~~See also GCR section 6.4.1.A.~~"

T1

1. #27296 (Joe Aquilante) Request to classify C8 Corvette in T1 Limited Prep
In T1-LP, classify the Corvette C8 as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Chevrolet Corvette C8, Z51 (2020-)</i>	<i>103.3 x 92.0 6162cc</i>	<i>2722mm</i>	<i>19 x 10(f) 20 x 11(r)</i>	<i>275 (f) 315 (r)</i>	<i>2.91, 1.76, 1.22, 0.88, 0.65, 0.51, 0.40, 0.33</i>	<i>4.9:1 5.2:1 (Z51)</i>	<i>Base: 321mm (f) 339mm (r) Z51: 345mm (f) 350mm (r)</i>	<i>3650</i>	<i>Z51 package allowed, 68 mm FPR required</i>

T3

1. #29111 (Oscar Jackson) Request for Aftermarket Hardtop for Honda S2000
In T3 Spec Lines, Honda S2000 (all) (00-09), add to beginning of Notes as follows:

"Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)."

October

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.

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

~~3.~~2. 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.

~~ef.~~ 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.

~~dg.~~ 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."