

CLUB RACING BOARD MINUTES | January 5, 2021

The Club Racing Board met by teleconference on January 5, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin and Dayle Frame, 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

General

1. #30227 (Club Racing Board) Driver Restraint System Expiration Date Extension

The expiration date for Driver Restraint Systems that expired 12/31/2020 has been extended through February 28, 2021. It has come to the attention of the SCCA that due to COVID-related manufacturing and shipping interruptions, the availability of certain Driver Restraint System brands have been delayed in the United States. Deliveries are expected to resume the first week of February. For additional details, contact the tech department at SCCA.800-770-2055tech@scca.com. Thank you, Club Racing Board

No Action Required

B-Spec

1. #29323 (Donald (Steve) Hewett) Against Spec Tire for B-Spec

Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the January 2021 Fastrack.

2. #29590 (Alex Ratcliffe) Choose a proper Rain tire for BSPEC

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

3. #29723 (Frank Schwartz) Request Spec Rain Tire

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

4. #29816 (G. Brian Metcalf) Request to Remove the 200 Tread Wear Rain Tire Requirement

Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

5. #29859 (John Phillips) Restrictor Plate Thickness

Thank you for your letter. Please see letter # 29715 in January Fastrack.

FA

1. #30099 (Michael Holland) FB Engines and Transmissions in FA

Thank you for your letter. The FA rules provide that engines shall be derived from automobiles unless otherwise specified in the tables that follow. Please see GCR section 9.1.1.A.2.a. Table 2 specifically states that motorcycle-based 4-cycle engines up to 1000cc may be used in F1000 cars competing in the FA class. The FA rules also state that no more than five forward speeds and an operational reverse gear shall be used unless otherwise noted in Table 2 that follows. Please see GCR section 9.1.1.A.3.a. Table 2 states that F1000 cars competing in the FA class must comply with the December 2019 GCR Formula 1000 (FB) preparation rules, which specifically permit the use of a motorcycle engine's associated sequential transmission and state that a reverse gear is not required. The F1000 car is properly classified in the FA class.

FV

1. #30071 (Michael Clark) 4-bolt disc brakes in Formula Vee - IN FAVOR

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #30080 in this Fastrack.

FX

1. #29716 (Jim Rogaski) FM Tire Use

Thank you for your letter. The Club Racing Board does not recommend this change. The rules are adequate as written.

2. #30160 (Craig Seeley) Formula Renault FR2.0

Thank you for your letter. The Formula Renault 2.0 was not classified in the FX class in 2020. Please see the response to letter #27793 in the January 2020 Fastrack Board of Directors Minutes. Nor was the Formula Renault 2.0 recently added to the FA class. The Ex-Fran-Am 2000 Formula Renault 2.0 has been classified in FA since 2008 and remains classified in FA for 2021. Please see FA Table 2 in the General Competition Rules from 2008 through 2021. The 2010-2017 Formula Renault 2.0 has recently been classified in the FX class effective 1/1/2021 based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am 2000 Formula Renault 2.0 in FX may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX. Please see the response to letter #30139 in this Fastrack.

PX

1. #30091 (David Gomberg) Opposed to PX Grouping (January Fastrack letter #29917)

Thank you for your letter. The Club Racing Board appreciates your comments.

2. #30115 (Peter Jankovskis) Opposition to Proposed Rule Requiring PX Cars be Grouped With GT1

Thank you for your letter. The lightest car classified in PX is the V8-powered Radical SR8, which runs at a minimum weight very close to a Porsche 962's weight. Please see PX Table 1. All other cars classified in PX are heavier than a Porsche 962. The Club Racing Board has no plans to classify cars lighter than the Radical SR8 in the PX class.

GCR

1. #29379 (John Weisberg) Roll Cages for Cars with Composite Chassis

Thank you for your letter. Roll Cage and installation must be FIA certified.

2. #29900 (Jim Lee) Fire System Rules

Thank you for your letter. Please see letter # 29883 in current Fastrack.

3. #29991 (Christopher Childs) Traction Control

Thank you for your letter. It is the intent of the rules to prohibit traction control except where specifically allowed regardless if the current technical inspection capabilities are able to accurately detect the use in every case. As technology and SCCA's data collection progress it is anticipated that detection capability will be developed. In the meantime it is important to make clear in the rules where this technology is prohibited and where it is permitted with the expectation competitors will as a matter of honesty and integrity not utilize the technology where prohibited.

4. #30030 (Eric Heinrich) Request Trailing Arm clarification

Thank you for your letter. Rules are adequate as written, rules from Road Racing do not cross over to Time Trials. If you are requesting a compliance review, please see GCR 8.1.4.

5. #30042 (Clark Cambern) Roll Cage Rules Clarification: Gussets

Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

6. #30044 (Clark Cambern) Roll Cage Rules Clarification: Number of Gussets

Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

ITA

1. #30027 (Anthony Depietto) Pillaging the ITA Class.

Thank you for your letter. All cars competing within Improved Touring should meet all ITCS regulations as found in GCR 9.1.3, no further regulations are required. Any crossover competitor should be aware of this requirement and adhere to the regulations. In the case where a competitor has presented an illegal car for competition, please use the procedure outlined in GCR 8.3 PROTEST PROCEDURES to protest the rule compliance of the car. We suggest identifying the cars from the entry list ahead of time. We also suggest discussing the issue with your fellow Improved Touring competitors and entrants so that a community response may be implemented.

ST General

1. #29989 (Christopher Childs) ABS Brakes

Thank you for your letter. ABS systems may be added to cars not originally equipped. The ABS system must be of the same manufacturer as the car it is being added to and be a street car production system. Non ABS weight break does not apply."

STL

1. #29987 (Christopher Childs) Adjust the Size of the Restrictor for the Honda B16, B17, and B18

Thank you for your letter. Please refer to January Fastrack for restrictor updates.

2. #29995 (Kevin Koelemeyer) STL FWD Discrepancy

Thank you for your letter. Please refer to the January 2021 Fastrack.

STU

1. #29971 (Eric Heinrich) RE: STU WDYT #26402 FPR's

Thank you for your letter. We will take your suggestions into consideration.

2. #29972 (Eric Heinrich) Re WDYT #26402 ITB's

Thank you for your letter. We will take your suggestions into consideration.

3. #30084 (David Mead) Opposition Letter to 13B Changes in STU

Thank you for your letter. Please see January GCR for clarification.

T1

1. #30147 (Craig Capaldi) Requesting Clarification of T1 / Mustang / Thunderbird Spec Line

Thank you for your letter. Your understanding of the rules is correct. You can combine any listed body with any listed engine on a spec line. There are recent changes to that T1 spec line that pertain to your question.

T2

1. #30010 (Harley Kaplan) T2 Porsche 996 Wing

Thank you for your letter. The vast majority of member input regarding T2 over the past 12 months indicated that people wanted to lessen restrictions on competitive cars to achieve parity with the 996. If we removed the wing from the 996 and helped the other cars, it would be non-competitive.

T3

1. #28978 (Scotty B White) Request weight and brakes

Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

2. #29795 (Scotty White) Request to Help Mustang S550 V6

Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

3. #30098 (Marshall Mast) Revise Ecoboost Mustang Changes In T3

Thank you for your letter. The content of this letter was reviewed and changes pertaining to this spec line will be addressed in the T3 class BOP letter.

T4

1. #29777 (Derrick Ambrose) 2014-2018 Mazda 3 Wheel Width for T4

Thank you for your letter. Please see letter # 29752 in December Fastrack.

2. #29924 (Scotty White) Mustang Parity in T4

Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

Not Recommended

B-Spec

1. #29645 (Alex Ratcliffe) Request to make the whole BPSEC class lighter

Thank you for your letter. In general speeding cars up and not slowing cars down is the right philosophy. However, no changes to the BoP are recommended at this time.

2. #29647 (Alex Ratcliffe) Suggest to introduce rewards weight for 2020 in Bspec for parity

Thank you for your letter. Rewards weight is not consistent with the philosophy of an amateur class like B Spec and is not supported at this time.

3. #29686 (Robert Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

4. #29714 (Robert Bax) Request for BoP Weight Adjustment

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

5. #29724 (Frank Schwartz) New vs Old Mini R56 BOP

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

6. #29749 (Chris Taylor) Rear Swaybars

Thank you for your letter. To be consistent with the way the class has run please submit part numbers for any/all available parts and we will add them to the spec line. Opening up the suspension to allow any part is against the spirit of the rules.

7. #29767 (G. Brian Metcalf) Request to reduce weight on the 2011-2013 MINI Cooper

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

8. #29768 (G. Brian Metcalf) Request to Remove the Restrictor from the 2011 - 2013 MINI Cooper

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

9. #29786 (Conner Kelleher) 2011-13 Mini Cooper BOP

Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

10. #29835 (Fritz Wilke) Fiesta Power to Weight Adjustment Requested

Thank you for your letter. After reviewing the data from 2020 no changes to the BoP are recommended right now.

11. #29858 (John Phillips) Request for Yaris Weight Reduction

Thank you for your letter. Based on analysis of data from the 2020 race season no BoP changes are recommended at this time.

12. #30013 (Joseph Gersch) Request Relief for the Toyota Yaris

Thank you for your letter. After analyzing the results from the 2020 race season, BoP changes are not recommended at this time.

FF

1. #29872 (Joseph Fisher) Crankshaft Verbiage Change

Thank you for your letter. Discussions were held with a number of professional Ford Kent 1600 engine builders who report that they have **not** experienced any significant failures with the allowed crankshafts when they are shot peened and properly prepared. The author's suggested change to the rule would permit forged crankshafts which would be significantly more expensive and possibly be perceived as a competitive advantage.

FV

1. #30080 (Matt Clark) 4-Bolt Disc Brakes in FV

Thank you for your letter. The Club Racing Board does not recommend restricting the weight and material of the hub assembly at this time. The disc brake rule permits the use of any hub assembly as long as it can be fitted with a wheel allowed by the Formula Vee rules. The rule already allows the use of two-piston calipers and two-piece rear brakes. Please see GCR section

9.1.1.C.4.D. The type of wheel used does not determine the disc brake components permitted. Please see the response to letter #28955, November 2020 Board of Directors Minutes.

FX

1. #30139 (Aaron Hill) Request for Reclassification of Ex-Fran-Am Cars

Thank you for your letter. The Club Racing Board does not recommend this change at this time. The 2010-2017 Formula Renault 2.0 has been classified in the FX class based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am Formula Renault 2.0 in the FX class may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX.

P1

1. #30057 (Chris Vian) 2.3L sealed engine

Thank you for your letter. The Club Racing Board does not recommend this change. The requirements for 2.3L engines have not been changed for 2021. The rules have required all 2.3L engines to use a single inlet restrictor (SIR) since the sealed 2.3L engine was eliminated at the end of 2017. Please see the responses to letter #22614 in the October 2017 Fastrack Technical Bulletin, letter #23875 in the March 2018 Fastrack Technical Bulletin, and letter #28018 in the February 2019 Fastrack Minutes. Members may continue to run 2.3L engines in compliance with Spec Line G of the engine table.

P2

1. #30142 (David O'Leary) Remove All Restrictors On Built 2008 Bike Motors

Thank you for your letter. This change is not recommended. The Club Racing Board recently made balance of performance adjustments to various platforms in the P2 class effective 01/01/2021, including the 2008 and older modified 1.0 liter motorcycle engine. Please see the response to letter #29822 in the December 2020 Fastrack Technical Bulletin. Time needs to be afforded these changes to evaluate their effectiveness in improving competition and class participation. The Club Racing Board will continue to monitor class performance during the 2021 season and will make additional data-based adjustments if needed.

GTL

1. #29874 (Taz Harvey) Miata MX5 SIR Size

Thank you for your letter. Weight breaks or HP compensations are not given for any differences there may be between tub construction vs. tube frame cars.

IT General

1. #30053 (Michael Kamalian) Alternate Miata Hubs

Thank you for your letter. Your request is not within the philosophy of the rules. Aftermarket produced parts are allowed per the rules provided they are direct replacement parts designed with exactly the same dimensions, type of internal parts, etc. as the OEM part they replace.

ITS

1. #29122 (Skylar McKnight) Request for E30 325i Weight Reduction

Thank you for your letter. Vehicle weight is correct for the model in this class. We will continue to monitor the performance of this car relative to others in ITS and make a correction in the future if needed.

2. #29433 (Ben Phillips) Request to move the Z32 300ZX to ITS

Thank you for your letter. Your request is not recommended at this time. We are currently reviewing the classification process for ITR.

3. #29582 (Corry Hunter) Request adding 7.5

Thank you for your letter. Under GCR 9.1.3.7, IT wheel and Tire rules. Wheel sizes listed are maximum sizes with their corresponding maximum section width. In ITS a 7.5" wheel is already permitted and would fall under the 8" maximum rim width with a maximum section width of 225. The purpose of the regulation is to limit the advantage of a wider wheel. We do not recommend a change to this regulation at this time.

SM

1. #29705 (Tom Sager) Competition Weight Adjustment for SM NA8 2021

Thank you for your letter. The CRB does not recommend making any changes for the NA8 at this time. Given the performance of the NA8 finishing P2 at the Runoffs in 2020 as well as the data evaluation done by SCCA from data boxes put into the top cars at the Runoffs we believe the data does not support a change.

The CRB and SMAC appreciates all the time and effort that was put into this letter and supporting documentation and conducted a call with the 4 letter writers for NA8 bop suggestions to share with them our findings through data as well as a custom race simulation program written specifically for SM BOP calculations. The call was a couple hours long and was attended by representation from the SMAC, CRB, and SCCA management.

2. #29706 (Tom Sager) Supporting spreadsheet for letter 29705

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

3. #29743 (Paul Gilbert) Request NA8 weight reduction

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

4. #29772 (Ron Gayman) Request NA 1.8(94-97) Weight Reduction

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

5. #29841 (Adam Stroup) Request for NA8 Parity

Thank you for your letter. Please see response for letter 29705 in current Fastrack.

6. #29861 (Nick Leverone) Request BoP to restrict VVT cars

Thank you for your letter. SMAC, CRB and SCCA are consistently monitoring BOP for all cars in class and at this time do not see data that supports making a change to the VVT cars.

ST General

1. #29659 (Ryan Saari) Request adjustments for 2021 Toyota Supra

Thank you for your letter. Your request is not consistent with the ST rule package.

STL

1. #30114 (Greg Maloy) Alternate Bumper Beams in Super Touring

Thank you for your letter. Your request is not consistent with class philosophy.

2. #30119 (Christopher Childs) Recent RWD weight adjustments in STL

Thank you for your letter. Recent changes are less than you originally requested. Rule is adequate as written.

3. #30129 (PEDRO J COLON) Opposed to Letter #30119

Thank you for your letter. Rules are adequate as written.

STU

1. #29988 (Christopher Childs) Adjust the Weight Reduction Percentage for the Larger Engines
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

2. #30068 (Eric Thompson) AWD W/Front Struts 2.5% Weight Reduction
Thank you for your letter. We are taking your request under consideration. We would like to see the car race, requesting to collect data so that we can evaluate BoP adjustments.

3. #30128 (Joe Moser) Competitive Adjustment - <3.0L Engine/Cars
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

T1

1. #29753 (Hugh Stewart) Request for Larger Throttle Bodies for E46 M3 With S54 Engine
Thank you for your letter. We do not recommend this change at this time.

2. #29876 (Andrew Aquilante) T1-LP Suspension Rule Changes, Open driveshafts/axles
Thank you for your letter. There were too many requests in this letter to put it through as is. We will consider the axle/driveshaft request in a different letter.

3. #29877 (Andrew Aquilante) Add More Weight to Aftermarket Sequential Shift Transmissions
Thank you for your letter. It isn't recommended to make this change at this time. The rule is adequate as written.

4. #29905 (Clark Nunes) Request to remove weight penalty
Thank you for your letter. It isn't recommended to make this change at this time.

T2

1. #30189 (Kevin Fandozzi) Removal of Restrictor Without Following Process
Thank you for your letter. We didn't want the car to have 3 preparation options and have the ability to make track-specific setups. Reducing the number of options also makes it easier for tech to follow. We do not consider the addition of the weight to be an immense technical challenge.

T3

1. #29697 (Jasper Drenkler) 2017 Honda Civic Turbo Problem
Thank you for your letter. Your proposed turbo change does not fit the intent of T3. We suggest that the car gets a different tune.

2. #29762 (David Muramoto) 350Z HR Request
Thank you for your letter. Recent data was reviewed from the Runoffs and other premier races. That data shows that the 350Z HR classification is competitive. We will continue to monitor the BOP of the class.

3. #29784 (Tim Myers) Request to give some help to the T3 Subaru BRZ
Thank you for your letter. Changes to this car are not recommended at this time, but we will continue to monitor the class.

4. #29992 (Jason Knuteson) Request for Restriction and Weight Help - Nissan 350z 2007

Thank you for your letter. Based on recent data analysis, it appears that the 350Z HR is competitive as classed. Also note, the Mustang that you referenced was adjusted.

T4

1. #28631 (David Mead) Request to add BMW 320i years 15+ chassis/engine

Thank you for your letter. The 320i proved to be competitive at the 2020 Runoffs prior to a suspension failure. We will continue to monitor its parity going forward.

2. #29910 (Chi Ho) BMW 320i Request

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

3. #29929 (Scotty White) T4 Mustang Tire Request

Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

4. #30018 (Angelica Sprehe) Request Engine Compartment Cooling

Thank you for your letter. We feel that hood vents are outside the scope of T4.

5. #30056 (Ralph Porter) BMW Z4 2.5L 03-05 Spec Line Request

Thank you for your letter. Recently, 50 lbs was removed off of this car, bringing it to 3050 lbs. Please bring the car to the track and request data to be collected. We would like to see results before making further changes.

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.

None.

Taken Care Of

FA

1. #30062 (Jeff Keacher) Request to Leave F1000 rules in FA

Thank you for your letter. The Club Racing Board has no plans to move F1000 cars to the FX class. Please see the response to letter #29642 in the December 2020 Fastrack Minutes.

GTL

1. #29919 (Scott Twomey) GCR 9.1.2 Engine and Drivetrain/General e. 1. (GCR pg# 314)

Thank you for your letter. Please see letter #29818, please see change in January 2021 Fastrack.

T1

1. #29827 (David Mead) Miller Challenge Mustang clarification 28728

Thank you for your letter. Recent changes were made to correct this issue. Please see letter #28728 in current Fastrack.

T2

1. #29652 (Michael Moore) Request to Add BMW M240iR to Spec Line
Thank you for your letter. See letter #29503 in current Fastrack.

2. #29783 (Tim Myers) Clarify BMW 240i Racing eligible for T2?
Thank you for your letter. Please see letter # 29503 in current Fastrack.

T4

1. #29727 (Gary McCormick) Request for Reference/Guidance - 2012 Chevy Sonic TIR placement
Thank you for your letter. See letter #29838 in current Fastrack.

2. #29993 (Timothy Myers) Feedback changes T4 Mustang, Additional Request
Thank you for your letter. The recent change to the T4 Mustang notes was intended to clear up the shock language, not to change the rule. It was apparent that, based on member requests, that it wasn't clear that aftermarket shocks were already allowed. Additionally, please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

3. #30150 (David Mead) #29860 Opposition
Thank you for your letter. Please see letter # 30149 in current Fastrack.

4. #30152 (Rich Grunenwald) T4 Mustang Allowance - Alternate Rear Axle Ratio
Thank you for your letter. Please see letter # 30149 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28660 (Fritz Wilke) B-Spec Advisory Committee Join Request
Approve Fritz Wilke to the B-Spec Committee.