

CLUB RACING BOARD MINUTES | February 2, 2021

The Club Racing Board met by teleconference on February 2, 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

None.

No Action Required

AS

1. #29885 (Tim White) Opposition to Letter #29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

2. #29887 (Tim White) Opposition to Letter #29826 in Reference to Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

3. #29888 (Jim Wheeler) TB Items in Letter #29826

Thank you for your letter. It has been addressed.

4. #29889 (Pamela Richardson) Comments on Letter 29826 in December 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

5. #29895 (Ted Warning) Rule Changes for AS in Nov 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

6. #29906 (JACK MARTIN) Restrictor Plates and RPM limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

7. #29915 (Pamela Richardson) Against Restrictor Plate and Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

8. #29916 (Scotty White) Request to Classify S550 Mustang

Thank you for your letter. The 2015 -2017 car has been classified. We continue your input to ensure the car is competitive and maintains a desired Balance of performance. Thank you for your support of American Sedan.

9. #29920 (James Jost) Opposed to Rev Limiter Recommended Rule Change

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

10. #29927 (Scotty White) Mustang S550 Parity Cont.

Thank you for your letter. it is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.

11. #29930 (Gregory Eaton) Response to Recommended Rule Changes

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

12. #29935 (Jay Pistana) Support for Restrictor Plates and Engine RPM Limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

13. #29936 (Jim Wheel) Opposes Letter 29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

14. #29943 (Brian Himes) Input on 29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

15. #29947 (Matt Chojnacki) Restricted Prep Rules Disparity

Thank you for the letter. Your feedback is greatly appreciated. The balance of performance of all cars is critical to the success of American Sedan. The ASAC will continue to review all cars for their balance of performance. The CTS-V is currently being reviewed for its current level of performance relative to all other classified cars. Camshaft options are being considered, but at the current time will remain as provided. Thank you again for your support of American Sedan.

16. #29948 (Matt Chojnacki) Support for Restrictor Plates and Engine RPM Limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

17. #29955 (Thomas Brown) Opposes Rev Limiter and Restrictor Plate

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

18. #29957 (Matt Chojnacki) GM Restricted Prep Parity

Thank you for your letter. Balance of performance is always considered for all cars competing in American Sedan. The suggested change was reviewed and the performance gain was deemed too excessive at this time. The ASAC appreciates your input and support of the class.

19. #29959 (Drew Cattell) Supports FP rev limiter and restrictor plate

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. Well stated letter!

20. #29974 (Michael Langlinais) Recommended Rules Changes

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

21. #29976 (Ken Felice) Restrictor and Rev Limiter Thoughts

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

22. #29996 (Jason Smith) Opposed to Recommended Item #29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

23. #29998 (Ken Felice) Restrictor Addition

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

24. #29999 (Tim White) #29826 Opposition

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

25. #30008 (Tim White) #29826 Opposition - More Comments

Thank you for your letter. The ASAC has spent many hours discussion the suggested rule changes and will be working on an method to better communicate how suggested rule changes are determined. Thank you for your continued support of American Sedan.

26. #30014 (Ted Warning) #29175 Eligible Tires for 2021 Season Support

Thank you for your letter. We appreciate your support!

27. #30017 (Ted Warning) Supports #29825 Introduction of Crate Motors for 2021 season

Thank you for your letter. Thank you for the sources of information we will look into the concerns and appreciate the support

28. #30019 (Ted Warning) #29826 Introduction of restrictor plate for Full Prep Engines

Thank you for your letter. Great input.

29. #30020 (Ross Murray) Support for FP engine restriction proposal

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

30. #30028 (Kyle Jones) Tire Protrusion Rule Clarification

Thank you for letter. The ASAC will review the terminology utilized in the tire acceptance section of the rules. The rule will remain as written for the 2021 season but will be reviewed for the 2022 season. Thank you again for your support of the American Sedan class.

31. #30036 (Mark Muddiman) Disagree With Restrictor Plates on FP American Sedan

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. The ASAC plans to put together a method of communicating current goals and a positive form of discussion on current topics. Thanks for your support of American Sedan.

32. #30051 (Matt Regan) Rule Changes to Full Prep Engines

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

33. #30085 (Morey Doyle) Request to Allow Maxxis Tires

Thank you for your letter. The tire rule has been changed to only restrict the A7 compound from competition. Thank you for your support of American Sedan

34. #30101 (Ted Warning) 29175 (American Sedan Committee) Eligible Tires for 2021 Season

Thank you for your letter. We appreciate your support.

35. #30102 (Ted Warning) #29669 Transmission Gear Ratio Change Proposal

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

36. #30168 (Michael Thompson) New Tires Rules

Thank you for your letter. The rule has been changed to only exclude the A7 tire and effective in June to allow existing tires to be used early in 2021. Thank you for your support of American sedan.

37. #30187 (Kevin Fandozzi) Reconsider the Major Rules Changes in AS

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

38. #30200 (Tim White) Request 13

Thank you for your letter. The ASAC is consistently looking for options to reduce costs for the competitors. We feel this change allows for off the shelf components to be utilized without a performance advantage. The change was across all cars, we do not feel a performance advantage is associated with this change and therefore not requiring a weight penalty. Thank you for input and support for American Sedan.

39. #30224 (David Mead) In Favor of AS restrictor/rpm limitations for parity

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

FC

1. #30172 (Tim Minor) Request for Weight Reduction

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

2. #30177 (Mark Defer) Weight Reduction Request

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

3. #30178 (Chris Scharnow) Request to Adjust FC Weights

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

4. #30188 (Kevin Fandozzi) FC Weight Update

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

5. #30213 (Gary Gonda) FC Spec Tire Input.

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

6. #30214 (Chuck Moran) FC Weight Changes

Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

FX

1. #30232 (Steve Thomson) Clarification on tire rules

Thank you for your letter. The requirements for a classified car's tires, if any, are covered by the specifications referenced in the applicable notes section in FX Table 1.

GCR

1. #30140 (Robert Bax) GCR, Appendix F - Technical Glossary, Flat Plate Restrictor

Thank you for your letter. The range of allowed material thickness was reviewed and approved by the CRB.

2. #30158 (David Mead) Require Active Drivers on all SOM and COA

Thank you for your letter. GCR Section 5.12.1.C. added an alternate SOM model that allows the use of experienced drivers as members of the SOM. It has been used very successfully.

GTL

1. #30097 (Peter Zekert) Oppose 29754 Grossly Large SIR Increase to GTL Mazda 12A

Thank you for your letter. The collected data over the last couple of years supports this 2mm increase.

STL

1. #29321 (Josh Smith) BoP Adjustment Request in STL

Thank you for your letter. Significant changes have been made over the last few months. We will continue to monitor the class.

2. #30182 (Tim DeRonne) Request to Allow Other General Motors Ecotec Engines

Thank you for your letter. Please see letter # 30247 in current Fastrack.

3. #30186 (Matt Rooke) 13B Turbo Engine Clarification

Thank you for your letter. The rule is clear as written. The 13B Turbo engine is allowed as well as everything inside the motor.

Not Recommended

AS

1. #29956 (Kyle Jones) Request Header Tube Diameter Increase for 93-02 Firebird/Camaro

Thank you for your letter. The ASAC has reviewed your request for a header dia. change. At this point the committee feels the change is not necessary and would force many competitors to make a reinvestment in their exhaust systems due to the potential HP gain.

P1

1. #30222 (Carl Wassersleben) Request to add a spec engine line to P1

Thank you for your letter. The Club Racing Board does not recommend this change. The engine platform is not within the P1 performance envelope, but its capabilities are in line with performance expectations in the P2 class. Please see the response to letter #30272 in this Fastrack's Technical Bulletin.

GT2

1. #30141 (Andrew Aquilante) Concern About GT2/ST Corvette Spec Line Changes

Thank you for your letter. The data collected supports this weight adjustment.

2. #30184 (William J. Moore) GT-2 Weight Adjustment for TA2 Cars

Thank you for your letter. The CTB will continue to collect data and monitor the overall performance of the class.

3. #30199 (Joe Aquilante) Recent changes signaling out the C7

Thank you for your letter. The data collected supports this weight adjustment.

STL

1. #29585 (KEVIN ANDERSON) Request to add SRO TC America TCA BRZ racing in STL

Thank you for your letter. Car can be run as is in STU or in STL by being compliant with the STL ruleset.

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.

STL

1. #30298 (Club Racing Board) Remove Honda B16A (JDM) from Table B
In STL Table B, remove the Honda B16A (JDM) spec line in its entirety.

Taken Care Of

AS

1. #29890 (David Mead) 05-14 Mustang GT 4.6 3V Limited Prep Air Filter Options
Thank you for your letter. Please refer letter # 29886 in current Fastrack.
2. #30060 (Ross Murray) Request to approve Tremec Magnum for RP Mustang
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.
3. #30066 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 1
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.
4. #30067 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 2
Thank you for your letter. Please see letter # 29886 in the current Fastrack.
5. #30103 (David Mead) Changes for AS Viability???
Thank you for your letter. Please see letter # 29886 in the current Fastrack.

GCR

1. #30095 (Butch Kummer) PX Run Group
Thank you for your letter. Please see letter # 29917 in the January 2021 Fastrack.
2. #30100 (TED WARNING) #29918 (SCCA Staff) Add Forward Facing Camera Requirement
Thank you for your letter.

What Do You Think

None.

RESUMES

None.