

CLUB RACING BOARD MINUTES | March 2, 2021

The Club Racing Board met by teleconference on March 2, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start 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

FF

1. #30461 (Club Racing Board) Crankshafts for the Kent 1600 engine

Recently concerns have been raised about the sufficiency of GCR 9.1.1.B.12.k – Crankshafts for the Kent 1600 engine. This is a rule that has been in place for approximately 18 years and is **adequate as written**; however, some clarification is warranted.

SCCA Enterprises sells a crankshaft that is manufactured by SCAT. This particular crankshaft has the SCCA logo on the front counterweight; it also carries the Formula Ford International (FFI) logo. This crankshaft is legal per the GCR in both dimension and weight as supplied by SCCA Enterprises. The critical dimensions are cited in the aforementioned section of the GCR. The crankshafts may not be re-profiled (knife-edged). See GCR 9.1.1.B.12.a.6. In some instances the blocks may need to be trimmed slightly for fitment; this is not a new issue, but rather something that was common with the prior updated OEM crankshafts. The rules also permit "other" cast crankshafts which meet these dimensions and weights. While all of the dimensions of the crankshaft are not cited in the GCR, a known stock specimen can be utilized for comparative purposes if necessary.

No Action Required

B-Spec

1. #30203 (Charlie Vehle) 2015 Nissan Versa

Thank you for your letter. The existing spec line covers the 2015 Nissan Versa Sedan.

GCR

1. #30378 (James Rogerson) Professional Installation of Hand Controls

Thank you for your letter. The current hand control rules do not exclude the use of these identified manufactures of hand controls. Hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Road Racing Technical Manager and shall be in the driver's possession at all competitions.

General

1. #30246 (Jared Lendrum) Request Multi-car Runoffs Qualification

Thank you for your letter. Regions are encouraged to discount a second entry, regardless of class/run group. However, the pricing and pricing structure is up to each region as they must manage their individual event finances based on specific costs related to holding the event like track rental, safety/recovery vehicles and staffing, equipment rental, catering, etc. Regarding your first suggestion to "Earn points in two classes in one race" this is not permitted and was addressed in letter#28526 July 2020 Fastrack.

GT2

1. #30279 (John Schertzer) Paddle Shift Clarification

Thank you for your letter, GT2/ST only spec cars that are equipped from the factory with paddle shifters are allowed on cars with a Spec Line added for that car.

Prod General

1. #30216 (David Mead) #27417 (Jesse Prather) Alternate Brakes for Production

Thank you for your letter. No changes will be made to the new brake allowance rules at this time. As more races happen with cars that are utilizing these new rules, effects to competition balance will be reviewed.

ST General

1. #30394 (Matt Blehm) Please fix E&O for oil coolers in ST*

Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

STU

1. #29831 (Bill Lamkin) Request clarifications on ABS

Thank you for your letter. The committee has reached out to the letter writer with no response. We feel the rule is clear as written.

2. #30396 (David Fiorelli) Oil coolers in STU

Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

3. #30402 (Hermogenes Ramirez) Honda S2000 Block and Crankshaft

Thank you for your letter. Please refer to letter # 30342 in current Fastrack.

T4

1. #30208 (Colin Koehler) Discontinued P/N on Spec Line for T4 FRS/BRZ/86

Thank you for your letter. The availability issue is improved. Recent part number corrections have been made

Not Recommended

B-Spec

1. #29865 (B-Spec Committee) Request to allow R53 Cooper S 6 speed trans. swap into the R50

Thank you for your letter. There is too much change required to update this transmission. The cost of repairing the existing trans is a better option.

FA

1. #30356 (Daryl Wizelman) Request classification of FL15 with turbocharged K20C1 engine

Thank you for your letter. The Club Racing Board does not recommend this change. The Formula Lites Crawford FL15 and FR Americas Ligier JS F3 are classified in separate spec lines based upon distinct technical specifications that include the original engine installation. The Club Racing Board and the Regions' technical inspectors do not have the resources to police hybrid versions of these cars. Competitors may race the FL15 with the approved Honda K24Z7 engine.

2. #30395 (Daryl Wizelman) Request to split PFM and FR Americas cars

Thank you for your letter. The Club Racing Board does not recommend this change. U.S. Majors participation numbers show that neither FR Americas nor Pro Formula Mazda could achieve an average of 4.0 cars per event as a separate class. In 2020 FR Americas averaged just 0.35 cars and Pro Formula Mazda just 1.17 cars per event. In addition, there is no basis for believing that the FA class could achieve an average of 4.0 cars per event if FR Americas or Pro Formula Mazda were removed from the class. In 2020 FA averaged 3.17 cars per event with FR Americas and Pro Formula Mazda cars included.

P1

1. #30032 (Michael Major) DP02 engine specs

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #30038 in the January 2021 Fastrack Technical Bulletin. Switching to a 2.5L engine is not the only option. Line G's notes include a lower minimum weight for cars using a modified 2.0L engine that allows for the difference in torque compared to larger displacement engines. The 30mm single inlet restrictor (SIR) required on Line G engines balances power with greater precision than could be achieved by prescribing allowable parts and modifications for each engine application. A sealed SIR airbox for the DP02 is commercially available to competitors who do not wish to build their own.

2. #30138 (Aaron Hill) Elan DP02 Restrictor

Thank you for your letter. The Club Racing Board does not recommend this change. The sealed DP02-spec 2.0L engine is outside the P1 performance envelope. Please see the responses to letters #26753 in the July 2019 Fastrack Technical Bulletin, #27867 in the January 2020 Fastrack Minutes, #29756 in the December 2020 Fastrack Minutes, #30038 in the January 2021 Fastrack Technical Bulletin, and #30032 in this Fastrack. A restrictor is not being added to modified DP02 engines for 2021. Modified engines have been required to use a single inlet restrictor since the class was inaugurated in 2014.

PX

1. #30383 (Michael Major) Spec line request for PX Table 1

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that currently race in a Runoffs-eligible class. Please see the responses to letters #28403 and #28516 in the April 2020 Fastrack Minutes. The DP02 currently races in the Runoffs-eligible P1 class. Please see the response to letter #30032 in this Fastrack. In addition, the car's weight does not meet the minimum standard for classification in the PX class. Please see the response to letter #30115 in the February 2021 Fastrack Minutes.

GCR

1. #29062 (SMAC Committee) New Contact Rules

Thank you for your letter. Appendix P is a guideline, one that can reduce crashing and give race officials a reasonable standard with which to judge contact. Vision is a requirement for a safe pass. The passing car must get into the peripheral vision of the overtaken car in the braking zone, prior to the turn in point to be seen and thus allow for both cars to have racing room on the track. The considered opinion of the primary authors, editors, and reviewers for Appendix P is that your proposal, i.e. front wheel of passing car overlapping (at most) rear wheel of overtaken car, does not properly allow the overtaken car to establish the presence of the passing car in the overtaken driver's peripheral vision. If the passing car only gets to the overtaken driver's rear wheel before turn in, contact may result if the overtaken driver is not aware of the pass attempt and does not leave room at the apex. Contact would be the fault of the overtaking car.

2. #30266 (Jason Stine) Request to allow RWB SCCA Driver's Suit Patch

Thank you for your letter. The logo used in the Red/White/Blue patch is not a current approved logo. Older patches do not have to be removed, but a patch with the current logo must be sewn on driver's suit.

General

1. #29914 (Jason Stine) Please Count 2 Out of Conference Finishes for Conference Points

Thank you for your letter. Conference Point Championships are designed to reflect the results of events in that conference and give a defined end date to a conference season. This also ensures that all competitors are working from the same calendar and expectation of which events count in each conference point standings. By counting out of division, it extends the end of the season for all conferences to the very last Majors race in the country for that season. Majors race weekend participation and

race finish credit from any conference counts toward Runoffs qualification but the points earned remain in that Conference's point standings. Drivers can win a points championship in any conference regardless of their region or division of record.

FP

1. #30267 (David Boles) Request for Golf MkIII Help

Thank you for your letter, but it is not currently recommended to permit "Limited Prep" cars to increase their compression ratio beyond 12.0:1. Compression above this level goes against the concept of "Limited Prep".

HP

1. #30234 (James Bell) Request removal of weight penalty for Datsun 510

Thank you for your letter. All previously existing "Alt Brake" allowances were permitted without a weight penalty. The new non-stock brake and rotor rules DO come with a weight penalty. The car in question in this letter can continue to run its permitted "Alt Brake" package with NO weight penalty, or install some other non-stock caliper and/or rotor package, with a weight penalty. The alternate carb weight adder on this vehicles spec line has nothing to do with its brakes, which again, are allowed without penalty.

2. #30327 (Tim Linerud) Alternate Carb for 1.8 VW Limited Prep

Thank you for your letter. The vehicle in question is proven to be competitive as classed, never came with carburation from the factory, and there's no performance or parts availability related case that can be made for why it should be allowed.

Prod General

1. #30005 (Steve Sargis) Request Further Cleanup of Carburetor Rule

Thank you for your letter. It is not believed that any additional changes need to be made to these rules. They already state that a vehicle must use its standard carburetor or an approved optional carburetor. A competitor must be able to defend that the carb he/she is using is either the stock carb, or an approved optional carb via its spec line or general Prod approved optional carb list. Additionally, further rules exist that define how a stock or optional carb can be adapted to a stock (or permitted) manifold. If for some reason a specific car cannot possibly adapt an approved carb to its approved manifold, within the current rules, addressing that would be a case-by-case basis.

2. #30287 (Daniel Snow) Fiat X1/9 brake rotors

Thank you for your letter. With the new "non-stock brake calipers and rotors" allowance, that come with a pre-defined weight penalty, a new "Alt Brakes" package that permits a larger and vented rotor versus stock, is not going to be issued without weight penalty. If the letter writer wishes to run the package as he describes, it could be done with the "non-stock brake calipers and rotors" weight penalty.

ST General

1. #30052 (Michael Kamalian) Alternate Miata Hubs

Thank you for your letter. Request is not recommended due to being outside of class philosophy. Alternate material hubs are not an approved modification.

2. #30069 (Eric Thompson) Move Letter #21441 to ST General

Thank you for your letter. If you have an issue with a specific model, we would consider considering issues specifically, not in general.

3. #30404 (Tom Rogers) Classification Request

Thank you for your letter. The ST class is built around widely available components, not designed for specialty engines.

STO

1. #30337 (Keith Kimberly) Request 2010 GCR STO Eligibility Language Be Reintroduced
Thank you for your letter.
2. #30338 (Keith Kimberly) Request Appendix K Be Replaced With A New GT/STO Section
Thank you for your letter.

STU

1. #30411 (Paul Stephan) Request to allow reproduction fenders for VW Corrado
Thank you for your letter. We do not allow alternate material from the OEM to be used.

T1

1. #30325 (Michael Pettiford) Request to Make the Non Aero Cars Faster in T1
Thank you for your letter. Recent changes have been made to T1-LP that may have re-established the BOP of the class. Please see the March 2021 Fastrack for recent changes.

T2-T4

1. #30301 (Raymond Blethen IV) Request Tire Width Rule
Thank you for your letter. This change would have a drastic effect on BOP. We don't recommend this change at this time.

T4

1. #30136 (Scotty White) Request to classify Mustang in T4
Thank you for your letter. We discussed the idea of moving this car to T4, but the car fits best in T3. Data shows that the car can be competitive in T3. We also feel that the car would have a negative impact on other T4 competitors. Its base HP is approximately 100 HP above the basic T4 car. It would also weigh approximately 1000 pounds more than other T4 cars. If the class accelerates, it may be considered in the future. In the meantime, we are willing to consider adjusting the T3 spec line.
2. #30244 (Chi Ho) Request aftermarket intercooler for BMW 320i
Thank you for your letter. Based on recently collected trap speeds and acceleration rates, we don't believe that the 320i needs something that could be perceived as a positive spec line change.
3. #30335 (Christopher Windsor) BMW 320i Performance Reclassification Request
Thank you for your letter. Recent changes have been made to this car. We will continue to monitor this car in the class.
4. #30367 (Matthew Fess) Request BRZ/FRS/86 Wheel Width
Thank you for your letter. The 7" wheel was the OE width. The car has proven to be competitive with this combination. There are wheel options at this size.

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

B-Spec

1. #30120 (Alex Ratcliffe) Request to classify the Hyundai Accent

Thank you for your letter. This has been addressed by letter # 29484 in the February 2021 Fastrack.

2. #30122 (Ali Naimi) Support the header for Mazda 2

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

3. #30123 (Chris Taylor) In Support of Letter #29944

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

4. #30124 (Charlie Valdez) Support the header for the Mazda2

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

5. #30127 (Drew Strickland) Support Letter # 29944

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

6. #30130 (Ted Sahley) Mazda 2 New Header Approval

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

7. #30166 (Brian Duddy) Proposed Correction to Spec Tire Rule (29480)

Thank you for your letter. Please see letter # 29480 in March Fastrack and # 30387 in current Fastrack.

8. #30220 (Charles Davis) Request to correct 9.1.10 paragraph 7 GCR page 682

Thank you for your letter. Please see letter # 30387 in current Fastrack.

9. #30286 (Charles Davis) Correct 9.1.10 paragraph 7 GCR page 682

Thank you for your letter. Please see letter # 30387 in current Fastrack.

10. #30377 (James Rogerson) Mazda 2 Header

Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

What Do You Think

None.

RESUMES

None.