

CLUB RACING BOARD MINUTES | June 1, 2021

The Club Racing Board met by teleconference on June 1, 2021. Participating were Peter Keane, Chairman; David Arken, David Daugherty, 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

B-Spec

1. #30852 (Club Racing Board) MAZDA2 HEADER Race Memo - Members Advisory

In B-Spec, Mazda2 10-14, add to the spec line notes as follows:

“Header PN 0000-06-2410 allowed with a 70 lb. weight penalty.”

GTL

1. #30813 (Grand Touring Committee) GTL Honda B18a, B18b & B18c engine spec line correction

This is an advisory to GTL competitors using Honda B18a, B18b or B18c engines that a correction to this engines spec line has been made!

It has been brought to the CRB's attention that combining heads and blocks of these three engines to build a "hybrid" engine may be taking place in GTL! It is not permitted to build such "hybrid" engines in any GT class unless it is specifically stated in the engine "spec line" notes.

No Action Required

GT2

1. #30579 (Marvin Epps) Follow up Letter to 30472

Thank you for your letter, please see response to letter #30472 in current Fastrack.

2. #30621 (Thomas DeWitt) Request to Classify BMW E92 M3 (08-13)

Thank you for your letter. Your request to classify the BMW E92 M3 is not necessary as it is already classified in GT2/ST.

GT3

1. #30685 (Anthony (Coyote) Black) Requesting Clarity of Turbo Rules

Thank you for your letter. In answer to your GT3 turbo clarification questions, it is permissible to run an intercooler, wastegate, and a blow-off valve.

STL

1. #30681 (JJ Servis) Clarification to SM Spec Line

Thank you for your letter. You must run a Spec Miata wheel and any STL compliant tire.

STU

1. #30704 (Hermogenes Ramirez) Request to Classify Honda Accord 2014 3.5 V6 in STU

Thank you for your letter. The car is already allowed, refer to Table B Alternate Table Allowance, must meet PWC VTS dated 2/5/16.

T2

1. #29994 (Timothy Myers) T2 Request Feedback on Audi TCR Street Tires

Thank you for your letter. In the interest of participation, we are considering including TCR cars in T1 for 2022.

T3

1. #30105 (Scotty White) T3 S550 Mustang

Thank you for your letter. This letter was placed prior to end of year adjustments. We believe later changes have addressed this.

Not Recommended

B-Spec

1. #30628 (Alex Ratcliffe) Request to Allow Alternative Shock for Mini Cooper (All Models)

Thank you for your letter. We do not see a need to allow alternative shocks at this time.

2. #30646 (Jerry Rigoli) Shocks and Suspension Rules

Thank you for your letter. We do not see a need to allow alternative shocks at this time.

3. #30655 (Steve Kaster) Request Removal or Enlargement of Restrictor for 2011-19 Fiesta

Thank you for your letter. We are still evaluating data for the BOP with the spec tire. No changes are recommended at this time. We will continue to monitor the race data.

4. #30658 (Andy Doyle) Ford Fiesta Restrictor Removal

Thank you for your letter. We are still evaluating data for the BOP with the spec tire. No changes are recommended at this time. We will continue to monitor the race data.

FF

1. #30693 (Bill Manofsky) Ambiguity in the compression ratio spec for the Kent engine

Thank you for your letter. The Club Racing Board does not recommend this change because the GCR's standard for calculating an engine's compression ratio already includes the volume above the top ring and below the top of the piston. Please see the definition of compression ratio in Appendix F (Technical Glossary) and Appendix G (Facts, Formulas, and Measurement Standards).

GT2

1. #30675 (Jozsef Petkes) 2020 Porsche GT4 Clubsport

Thank you for your letter. The Porsche GT4 Clubsport (982) is currently classified in GTX where the CRB feels it is properly classified.

GTL

1. #30576 (Robert Parks) Request to remove SIR restriction from Toyota 2TC in GTL

Thank you for your letter. Your request is not recommended, as all other 1500/1600 2V Cross Flow engines share the same 24.5mm SIR.

FP

1. #30777 (Keith Church) Weight reduction for FP Corolla

Thank you for your letter. The current classification appears to be reasonable. For further consideration, additional data needs to be provided and analyzed, including more on-track competition against other known classifications.

Prod General

1. #30762 (Daniel Snow) ALTERNATOR/GENERATOR RELOCATION

Thank you for your letter. This change is not recommended at this time.

SM

1. #30688 (Jim Drago) HOOSIER TIRE CONTINGENCY

Thank you for your letter. SMAC will continue to monitor the payouts of contingency tires throughout the 2021 season and will re-visit the payout towards the end of 2021 to investigate potential changes for 2022.

STU

1. #30694 (Jeff Cripe) Request Clarification

Thank you for your letter. This is a change from a single throttle body to individual throttle body, which does not meet class philosophy. Please refer to GCR section 9.1.4.1.B.3.

T1

1. #30577 (Mitchell Bender) Request to allow alternate material front fenders and doors

Thank you for your letter. The alternate fenders are permitted, but we do not wish to allow alternate material doors at this time.

2. #30664 (Michael Pettiford) Non-Aero Corvettes Too Slow!

Thank you for your letter. We have no data that would support the requested change.

T2

1. #30211 (Tim Myers) Recent Classification Responses in T2

Thank you for your letter. Please see the response to letter #29994 in current Fastrack.

T2-T4

1. #30324 (Michael Pettiford) Data from Road America for T3 Solstice GXP

Thank you for your letter. The car is currently classed in T2 and T3, and the committee has data that indicates that the cars are competitively equipped.

T3

1. #30151 (Charles Mack) Follow-Up to 29797 & 30144 - Porsche Spec Boxster Reclassify

Thank you for your letter. The Spec Boxster has received help in T3, and we do not feel that the car is a good fit in T4.

2. #30191 (Ben Slechta) 350Z HR Weight/Restrictor Plate Change Request

Thank you for your letter. Recent data from Majors races indicate that this car is capable of being competitive.

3. #30678 (David Karably) Porsche Cayman Tires

Thank you for your letter. 245 tires are the standard size for a T3 car of that weight. Recent wheel changes have been made.

T4

1. #30137 (Scotty White) 2011-14 V6 Mustang in T4

Thank you for your letter. This car is considered to be a contender in T3. It would not be a good fit in T4 at this time.

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.

T1

1. #29970 (Hugh Stewart) Request BMW E46 M3 S54 engine stroker crank
In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Min. Weight as follows:
"~~2600~~**2700**"

In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Engine Notes as follows:

"The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~**2750** lbs. *Lang Racing Development S54-95MM-Stroker-CRK is permitted at 2850 lbs.* The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs."

T2-T4

1. #29879 (Andrew Aquilante) Allow Radiator Ducting and Opening of Grills

In GCR, Section 9.1.9.2.D.8.a., add the following:

"8. Exclusively for engine radiator cooling purposes, it is permitted to remove the outermost non-metallic webbed false grill openings that are closed in mesh style factory grill openings. Maximum allowable increase in grill opening area is 16 square inches. The modified grill opening mesh shape and contour must be retained as delivered from the manufacturer. This allowance does not permit modification to brake or intercooler grill openings. Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed."

Taken Care Of

B-Spec

1. #30568 (Michael Fox) Allow Mazda2 to run previous weight when using old header

Thank you for your letter. Please see race memo RM 21-02.

2. #30569 (Frank Schwartz) Mazda 2 Header/Weight

Thank you for your letter. Please see race memo RM 21-02.

F5

1. #30728 (Jack Walbran) Supplement to Letter #30712

Thank you for your letter. Please see the response to letter #30712 in the June 2021 Fastrack Technical Bulletin.

EP

1. #30722 (William Jarrell) Reclassify Daimler SP 250

Thank you for your letter. Please see response to letter #30721 in current Fastrack.

HP

1. #30776 (Keith Church) Supports weight reduction for H and F Prod 1600 Corolla

Thank you for your letter. Please see response to letter # 30525 in June 2021 Fastrack.

T2-T4

1. #30221 (Charles Mack) Follow up to SCCA Touring Letters nos. :30153 ; 30144 ; & 29797

Thank you for your letter. Please see letter #30144 in current Fastrack.

T3

1. #30153 (Charles Mack) Follow-up to 29797 & 30144 --Porsche Boxster Spec T3 Reclassify
Thank you for your letter. Please see letter #30151 in current Fastrack.

2. #30659 (Graham Partain) Spec Boxster Classification
Thank you for your letter. Please see the response to letter # 30144 in current Fastrack.

3. #30749 (Paul McNamara) Weight adder to be applied to the Mazda MX-5 Global Cup Miata ND2
Thank you for your letter. Please refer to letter #30730 in current Fastrack.

What Do You Think

None.

RESUMES

EV General

1. #30292 (Paul Messier) Preparing for Electrified Vehicles in Road Racing
Paul Messier has been added to the EV committee.