

**CLUB RACING BOARD MINUTES | October 19, 2021**

The Club Racing Board met by teleconference on October 19, 2021. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, 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**

None.

**No Action Required**

**FX**

1. #31199 (Daryl Wizelman) A Few Things

Thank you for your letter. The Club Racing Board appreciates your comments. Safety is reviewed as technology advances and when particular problems arise. The spec tube-frame Formula Mazda chassis classified in FX fully complies with all current safety requirements and technical regulations in the General Competition Rules. Limiting open-wheel run groups to a maximum of 20 cars (and thereby increasing the number of run groups) is not feasible because of the time constraints inherent in race weekends. P1 cars have successfully run with open-wheel cars (including FA, FB, FC, FE, FE2, FM, and FX) since the class's inception; on-track problems of the type described should be addressed with the Stewards. Car classifications are reviewed in response to member input and in conjunction with analyzing on-track AiM data. The FR Americas car is properly classified in FA, and U.S. Majors Tour participation numbers show that FR Americas cars could not separately achieve an average of 4.0 cars per event, nor could FA achieve an average of 4.0 cars per event if FR Americas cars were removed from the class. Please see the response to letter #30395 in the April 2021 Fastrack Minutes. Regarding consideration of the Tatuus PM-18 for classification in FA, please see the response to letter #30796 in the October 2021 Fastrack Minutes. Fire resistant underwear is optional with driving suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. Please see GCR section 9.3.19.C.1.

**F5**

1. #31321 (Jack Walbran) Interest in FSRAC / Resume

Jack Walbran has been added to the Formula/Sports Racing Advisory Committee.

**SRF3**

1. #31350 (Richard Wiese) Consider chassis revision to SRF for driver intrusion protection

Thank you for your letter. Enterprises will take your comments and suggestions under advisement for future consideration.

**GT1**

1. #31272 (Robert Lewis) Engine Placement

Thank you for your letter. Your two assumptions are correct. For the answer to your question please see GCR page #146 Appendix G, item 4. Measuring Track.

**SM**

1. #30836 (Jim Drago) Request to Add a VVT Representation to the SMAC

Thank you for your letter. SMAC is currently accepting resumes and conducting interviews for applicants with VVT experience and anticipate adding a new member with VVT experience in 2021.

2. #30837 (Keith Mellen) Request to add VVT expert to SMAC

Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

3. #30838 (CHRIS LEFFERDINK) SMAC VVT representation

Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

4. #30842 (Frank Todaro) Request to add VVT Motor Representative to SMAC

Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

5. #30846 (Tyler Quance) Request for VVT Representation on the SMAC

Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

**Not Recommended**

**P1**

1. #31168 (Chris Vian) Elan DP02 Sealed Engine

Thank you for your letter. The Club Racing Board does not recommend this change. The sealed engines are no longer viable because they have not been used by IMSA for several years and SCCA cannot ensure that power would remain at the level that previously allowed them to run without an inlet restrictor in P1. While new seals conceivably could be applied after engine rebuilds, the Club Racing Board and Tech officials would have no means of verifying that the proprietary parts that originally allowed the engines to run without an inlet restrictor were used during each rebuild. Moreover, even if it were possible to confirm that the proper parts were used, this would not eliminate the sealed engines' inherent problem. DP02s with sealed engines are outside the P1 performance envelope – when they were legal in P1, the data showed that their trap speeds were 12-15 mph slower than the trap speeds of other cars in the class. As a result, DP02s with sealed engines were rarely entered when they were legal in P1. For all these reasons, the best option for the class is to do what other DP02 owners have done since 2017: upgrade the engine components and install the required 30mm SIR, which balances power with much greater precision than could be achieved by attempting to prescribe allowable parts and modifications for individual engine applications.

**GCR**

1. #31241 (Armen Megregian) Full Course Caution and pace car deployment

Thank you for your letter. The current Double Yellow, Pace Safety car rules are appropriate as written to address the various scenarios that may occur at our Club Road Racing events where local track rules may require deviation from our normal protocols.

**GT3**

1. #31221 (Richard Smith) Weight Change Request for Disenfranchised GT2 RX7 in GT3

Thank you for your letter. All disenfranchised GT2 cars running in GT3 share the same weight penalty. The CRB will begin installing SCCA data boxes in disenfranchised GT2 cars in order to see if there is a need to make any adjustment.

2. #31245 (Richard A Smith) 37mm SIR for 13B Peripheral Port

Thank you for your letter. Additional data is necessary to support a change such as this.

#### ITA

1. #31079 (Ben Selig) 1.6L ITA Air Flow Meter

Thank you for your letter. Vehicle specific allowances are not consistent with the Improved Touring philosophy.

2. #31080 (Ben Selig) 1.6L Miata ITA Turn Signal Removal as in SM

Thank you for your letter. Vehicle specific allowances are not consistent with the Improved Touring philosophy.

#### SM

1. #31093 (Justin Coker) 1.6 BOP for SM

Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how possible changes may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform.

2. #31094 (Harley Scuffil) 1.6 Needs BOP Boost

Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how possible changes may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform.

#### 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 BoDs 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](http://www.clubracingboard.com).

#### GCR

1. #29894 (PETER VILLAUME) Lithium Battery Usage Sticker

In GCR, Section 9.3.34.D., add the following:

*“Effective 01/01/2022, Cars using a Lithium-ion battery must display the green and black Lithium Battery decal near the kill switch. **Cars without a kill switch (Touring and B-Spec) using lithium-ion batteries must display the green and black decal on the top of the driver side door near the window opening. Small lithium-ion batteries that power auxiliary devices within the vehicle (radios, cameras, data acquisition, etc.) do not require the decal to be displayed on the vehicle.**”*

#### General

1. #31431 (SCCA Staff) Allow Spec MX-5 Challenge Class at select Super Tour events

In GCR, Section 9.1.A, change as follows:

“U.S. Majors Tour Eligible classes are those listed below which are not designated “Regional *Class(es)*Only”.

*A Spec MX-5 Challenge Series Class (for the Mazda’s Spec MX-5 v2 race car) may be added to select Super Tour events with the approval of the Head of Road Racing.”*

#### GT3

1. #31372 (Michael Heintzman) Request to clarify IRS contradiction

In GCR, Section 9.1.2.F.7.e.12, change as shown below:

“GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/rear drive configuration, shall use a “closed tube” rear axle housing- *or may use independent rear suspension (IRS), by choice, at weight increase equal to 2.5% of the car’s specified weight.*”

**Taken Care Of**

**General**

1. #30812 (Philip Di Pippo) Qualifying for Runoffs

Thank you for your letter. The Pro Path class equivalencies will be reviewed as part of the 2022 qualification criteria proposal process.

2. #31380 (Christy Graham) Runoffs Qualification Criteria

Thank you for your letter. It will be considered as the 2022 qualification criteria proposal is finalized.

**Prod General**

1. #31186 (Matt Reppert) Scrutineering Request: Cam Lift

Thank you for your letter. Please see the response to letter #31071 in the October Fastrack.

2. #31227 (Sam Moore) Valve Lift Measuring Procedure

Thank you for your letter. Please see the response to letter #31071 in the October Fastrack.

**What Do You Think**

None.

**RESUMES**

None.