

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | September 1, 2015

The Club Racing Board met by teleconference on September 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### **Compliance Review**

The CRB offers official rule reviews. See GCR 8.1.4 for more details.

#### 1. #11 (John Gyann) P1/P2 Stohr WF1 Bodywork/Fenders

Review the compliance of the Stohr WF1 bodywork used in P1/P2. Do the front fenders comply with GCR P1 rules 9.1.8. C.C.2?

### **CRB Response**

In GCR section 9.1.8.C.2. of the P1 rules requires that "Fenders shall be firmly attached to the bodywork with no gap between body and fender." The WF-1 has a gap between the body and front fenders, which the P1 ad hoc unanimously believed is in violation of C.2. The CRB support the FSRAC and P1 ad-hoc's interpretation.

In GCR section 9.1.8.C.4. of the P1 rules governs body width and states, "The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the center-lines of the front and rear tires." Because of the gap between the WF-1's body and front fenders, the minimum body width between the front and rear wheels extends inwards beyond a vertical plane connecting the center-lines of the front and rear tires, which the P1 ad hoc unanimously believed is in violation of C.4. The CRB support the FSRAC and P1 ad-hoc's interpretation.

Although the WF-1's floor extends outward beyond a vertical plane connecting the center-lines of the front and rear tires, the floor is not part of the "body." Appendix F. Technical Glossary defines the term "Body" as: "All parts of the car licked by the air stream and situated above the belly / floor with exception of the roll bar or cage." Because the "body" is defined as being situated above the floor, the floor therefore cannot be considered part of the body.

The P2 rules contain similar wording with the same interpretation.

### **Member Advisory**

None.

### **No Action Required**

#### **GCR**

#### 1. #17200 (Ronald Ogletree) Data Technician

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### 2. #17280 (John Lehman) Response to Your Request for Comments on the AMA Sports Solo Box

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### 3. #17310 (Glen Thielke) Race Data Specialist

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### T1

#### 1. #17362 (Robert Bodle) 2015 Mustang

Thank you for your request. There are no years specified for the Mustangs in T1. Therefore, the car is already classified.

### **Not Recommended**

#### **GCR**

#### 1. #17314 (Harry Gentry) Allow Isaac Device

Thank you for your request. GCR 9.3.20.C.2 requires (among other things) that the Head and Neck restraint system must meet SFI 38.1. As stated in your letter and also on the Isaac website, the Isaac device does not meet SFI 38.1, Section 2.5, such that no additional motion other than the release of the seat belts is required to disengage the Head and Neck restraint system in an emergency situation. The SCCA has no plans to change this requirement.

## **GT2**

### 1. #17415 (Leroy Lacy) GT2 Sunbeam Tiger Crankshaft

Thank you for your request. GT is not limited to OEM crankshafts. Custom Ford crankshafts are available from multiple suppliers for the stroke listed in your specification line and are in wide use in GT as well as other SCCA classes.

## **HP**

### 1. #17302 (William Trainer) Allow 1.8 Scirocco/Rabbit to Use Driver's Side VW OE Intakes

Thank you for your request. The existing specified manifold can be adapted to the 52 mm throttle body.

## **Prd**

### 1. #17242 (Rick Haynes) Roll Cage Exceptions for Production Cars

Thank you for your letter. The rules are adequate as written.

## **SM**

### 1. #17601 (Stephen Einhaus) Spec Miata Window Rules

Thank you for your letter. Your request for polycarbonate windows is not within the scope of the class.

## **STL**

### 1. #17597 (Brad McCall) Reduce Scion FR-S Weight to Chart for 2.0 L Engine

Thank you for your letter. The CRB will monitor the performance of the car for future consideration.

## **STU**

### 1. #17117 (Eric Heinrich) Add 2%-5% Weight to All Supercharged Engines

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### 2. #17457 (Eric Heinrich) Remove All Supercharged Car allowances from STU, send to T1/STO

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### 3. #17498 (Eric Thompson) Lotus Exige Adjustments or Re-Classification

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 4. #17534 (Robert Verenna) Supercharged Lotus Needs Adjustment

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 5. #17556 (Greg Goss) Allowable Cars in STU

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 6. #17646 (Chris Jurkiewicz) Limit Supercharged Compression Ratio

Thank you for your letter. The CRB expects that competitors will build supercharged engines to the limit of the STCS (12:1); therefore, competition adjustments maintain parity.

## **T4**

### 1. #17420 (Anthony Cuthbert) Plug and Play Tuner

Thank you for your letter. There are flash tunes available for this car.

## **Recommended Items for 2016**

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

## **SRF3**

### 1. #17630 (Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler

The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

## **Change 9.1.8.E.2.J. EXHAUST**

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

**For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required. *Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.***

## GCR

### 1. #16998 (SCCA Staff) Race Starter-Finisher-Points Clarification

Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A *finisher starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A~~ **6.10.2**.

## 6.10.TIMING LINE; STARTERS, FINISHERS ~~AWARDING OF POINTS~~, AND WINNERS

### 6.10.2 Race Starter

One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

### 6.10.3. Race-Finisher *Awarding of Points*

### 2. #17146 (Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

**12. Competition** A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event"~~.

**13. Event** An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction"~~.

**16. Sanction** The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event"~~.

## SM

### 1. #16480 (Kyle Webb) Taping of Grill

Change 9.1.7.C.1.o.2 and .5:

2. Any radiator (*and mounting brackets*) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. ~~The fan shroud and brackets~~ may be modified for installation.

5. A radiator screen of ~~4/4~~ **.125** inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. ~~Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.~~

## ST

### 1. #17492 (Eric Thompson) Variable Intake Runners

In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable-length *geometry* intake manifolds may be partially, or wholly, *removed or* disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

## T2

### 1. #17389 (CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)

Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

*Bore and Stroke: 102.4 x 100.6 8300*

*Wheels 18x10 (F) 19x13 (R)*

*Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package*

*Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50  
Final drive 3.07*

*Brakes (F&R) 355 Disc*

*Weight 3600*

*Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.*

### **Taken Care Of**

#### **HP**

1. #17318 (William Trainer) Addition to Letter #17302  
Thank you for letter. Please see the response to letter #17302.

#### **SM**

1. #16468 (Frank Todaro) Rule O. Cooling System, Section 5  
Thank you for your letter. Please see the response to letter #16480.

2. #16482 (Todd Lamb) Change in Radiator Screen/Tape Rules  
Thank you for your letter. Please see the response to letter #16480.

3. #16504 (Blake Clements) Tape Radiator  
Thank you for your letter. Please see the response to letter #16480.

4. #16517 (Dave Wheeler) Allow Tape on Radiator Screen  
Thank you for your letter. Please see the response to letter #16480.

5. #16518 (Dave wheeler) Outlaw Radiator Louvers  
Thank you for your letter. Please see the response to letter #16480.

6. #16839 (Spec Miata Committee) Radiator Screen Mounting  
Thank you for your letter. Please see the response to letter #16480.

7. #17430 (Steve Tynor) Allow Alternate Plug for Cam Sensor  
Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

8. #17431 (Nic Piekarski) Cam Sensor/Plug  
Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

### **What Do You Think**

#### **GCR**

1. #16154 (Jason Isley) Automatic/CVT Transmissions  
Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and constant velocity transmission for all classes. Please submit your feedback about this subject through the CRB letter system at crbscca.com.

#### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2015

NUMBER: TB 15-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #17686 (SCCA Staff) Clarify Carburetor Vent Tubes

Effective immediately, in section 9.1.6.D.1.c.1.b, add the following language:

“Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow “four corner” idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). *Vent tubes may be modified or replaced and must be no taller than 2.0” when measured from the circular air cleaner mounting surface on the carburetor to the top most part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.*”

Note: this was posted in the Racing Memo RM 15-09

## B-Spec

None.

## Formula/Sports Racing

### F5

1. #17290 (Douglas Hargrove) CRB Findings Feedback Aerodynamics

Thank you for your letter. Diffusers are allowed in F5. The sentence quoted in your letter is in reference to the sentence immediately following it in the GCR - Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface - and refers to the bottom of the car between the axles and has no reference to the area before or after the axles.

In GCR section 9.1.1.D.9, add the following language to the end of paragraph two as follows:

*“Diffusers are allowed.”*

Note: Refer to Racing Memo RM 15-11.

### P2

1. #17518 (David Ferguson) Remove P2 Grandfathered Shifter Language

In GCR section 9.1.8.D.J.4, in the first paragraph, remove the last sentence as follows:

~~“Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50-lb weight penalty, but must remove the devices by September 1, 2014.”~~

In GCR section 9.1.8.D.K. remove the next to last sentence as follows:

~~“Effective date March 1, 2014.”~~

## GCR

None.

## Grand Touring

None.

## Improved Touring

### IT

1. #17592 (Improved Touring Committee) ABS Rule Cleanup  
In GCR section 9.1.3.D.6.c, clarify the ABS language as follows:

"Brake lines may be replaced with steel lines or Teflon-lined metal braided hose. Lines/hoses may be relocated and maybe given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised, but no modification or substitution of the original master cylinder, its location, or mounting is permitted. ~~Cars with antilock braking systems must disabled a minimum of three wheel speed sensors.~~ *Cars with antilock braking systems must completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors.* Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed."

### ITB

1. #17481 (Raymond Blethen IV) Correct Weight on Audi Coupe  
In ITB, Audi 5 + 5 (81-83), change the weight as follows: ~~2490~~ 2380  
In ITB, Audi Coupe (81-84) change the weight as follows: ~~2490~~ 2380

## Legends Car

None.

## Production

None.

## Spec Miata

1. #17428 (Dan Tiley) Add tolerance specification to the SM exhaust tubing diameter  
Effective immediately, in GCR section 9.1.7.C.1.m.4.a, clarify exhaust tubing size as follows:

"The replacement system retains the original configuration (i.e., single tube design) and the tubing is *an absolute* maximum of ~~2-25~~ 2.3 inches outside diameter *as measured at least 6" from downpipe flange or muffler.*"

Note: See Racing Memo RM 15-10.

2. #17700 (SCCA Staff) Clarify the Plunge Cut Language

In GCR section 9.1.7.1.f.3, add the following language

"The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point (*including OEM machine marks*). The intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below."

Note: See Racing Memo RM 15-13.

## Super Production

None.

## Super Touring

### STL

1. #17145 (Alex Krugman) Allow Lotus Elise/Exige in STL  
In GCR section 9.1.4.2.B.1, remove the Lotus Elise/Exige from the list of ineligible vehicles as follows:  
Lotus Elise/Exige  
Lotus 2 eleven

## Touring

None.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | September 9, 2015

### Participants:

Brian McCarthy, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Tony Machi

### Reports/ Information:

Board of Directors:

- Brian McCarthy
  - Time Trials entries (PDX and Time Trials) down slightly from 2014
  - TNiA entries slightly below expectations
    - Very location dependent
    - Portland International Raceway
      - 101 entries
    - Thunderhill – West Course
      - Increased participation from 20 to 50

### Ongoing Business:

Discussion regarding necessary updates to rule books

- Motion to approve revisions to SCCA Operations Manual - Section 5.6 – Time Trials Administrative Council and 2016 Time Trials Rules
  - Motion by Farr
  - Seconded by Yip
  - Approved - Unanimous

Request volunteer to lead web page direction

- Tabled to end of 2015
- Review changes completed during 2015

### New Business:

Discussions regarding election of chairman and secretary for 2016