

CLUB RACING BOARD

NOTE: This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about January 20.

CLUB RACING BOARD MINUTES | January 3, 2017

The Club Racing Board met by teleconference on January 3, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charles Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

AS

1. #21105 (American Sedan Committee) Adders for Dog Box Transmissions and FP Engines Over 313 CI
The CRB plans to collect data on dog box transmissions as well as synchro-mesh transmissions in 2017. Raw data will be analyzed by an SCCA Data Technician who has no link to American Sedan, and results presented to the CRB/ASAC near the end of 2017 to determine if the weight adder should be increased.

The CRB also received a request to consider reducing the 300 lb weight adder for Full Preparation engines over 313 CI.

The CRB will collect data for this request and have it analyzed as planned above, with a report back to the CRB/ASAC near the end of 2017.

The ASAC will recommend any adjustments from these analyses to the CRB for application in 2018.

No Action Required

F500

1. #21095 (Aaron Ellis) January Preliminary Tech Bulletin

Thank you for your letter. The CRB, with the help of the F5 Ad Hoc Committee and information gathered through the year, including the Runoffs, has recommend competition adjustments effective Jan. 1, 2017.

GCR

1. #20951 (James Rogerson) 2.1.9:9 Rule Change

Thank you for your comments. GCR rules are written for all Club Racing events.

2. #21083 (Raymond Blethen) Yellow Flag Input

Thank you for your letter. The intent of this rule is to inform competitors more precisely on what is considered the Yellow Flag no passing zone. There needs to be a definitive beginning and end to the zone.

GT2

1. #20894 (Joseph Kallas) Vehicle Allowance

Thank you for your letter. The car in question must comply with the "Viper Comp Coupe" Specification Line.

T1

1. #20893 (John Buttermore) Upgrade Kit Parts Allowed on OEM Specification Line

Thank you for your letter. This specification line is correct as written. The CRB will continue to monitor T1 in 2017.

2. #21029 (John Pasch) 97 BMW E36 M3 in T1

Thank you for your letter. This car is already classified in T1. Please refer to T1 category rules regarding your rear wing and front splitter.

T4

1. #20988 (Donald Knowles) Mustang Changes

Thank you for your letter. If you run aftermarket wheels, you must run with the additional 25 pounds (weight adder for aftermarket wheels).

Not Recommended

AS

1. #20758 (Dylan Olsen) Fox Minimum Weight

Thank you for your letter. Please see letters #20963 and #20964, January 2017 Technical Bulletin, for additional competition adjustments for this car.

2. #20813 (Joe Aquilante) Classify 2016-2017 Camaro SS and 1LE in Restricted Preparation

Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

3. #20814 (Joe Aquilante) Add 2015 thru 2016 Mustang GT to Restricted Preparation

Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

4. #20868 (Thomas Lane) Dog Box Transmission

Thank you for your letter. Please see the response to letter #21105.

5. #20869 (Thomas Lane) Weight Reduction

Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

6. #20870 (Thomas Lane) Weight Reduction for Over 313ci

Thank you for your letter. Please see the response to letter #21105.

7. #20873 (Nathan Hamlich) Dog Box Transmission Weight Penalty

Thank you for your letter. Please see the response to letter #21105.

8. #20874 (Nathan Hamlich) AS Overall Weight Reduction

Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

9. #20875 (Nathan Hamlich) Weight Penalty for Racing Car Engines over 313 ci

Thank you for your letter. Please see the response to letter #21105.

10. #20903 (Mike Wilkinson) Dog Box Trans Weight Increase

Thank you for your letter. Please see the response to letter #21105.

11. #20912 (Edward Hosni) Request to Reduce Weight on the 1979-1993 Ford Mustang

Thank you for your letter. Please see letters #20963 and #20964, January 2017 Technical Bulletin, for additional competition adjustments for this car.

12. #20971 (Dave Miller) Rules Changes Proposed

Thank you for your letter. Please see the response to letter #21105, for your request on the dog box transmission and adder for over 313CI Full Preparation engines. Please see the response to letter #20963, January 2017 Technical Bulletin, for your request about base weight.

FA

1. #21057 (Mirl Swan) Consider Dual Classification for FA

Thank you for your letter. The CRB does not recommend this change.

P1

1. #21119 (Jim Devenport) SIR on CN Cars

Thank you for your letter. A rev limit is not a viable alternative to the single inlet restrictor because the regions are not equipped to monitor rev limits on individual cars, and a rev limit is also incompatible with Line J's allowance of any 2000cc engine. To meet and not exceed the competition adjustment's targeted horsepower using a rev limit, all Group CN cars would need to have the same engine with the same level of engine preparation, which would eliminate the current option of using any 2000cc engine. The CRB therefore does not recommend this change.

GCR

1. #20922 (Mike W. Ogren) Runoffs Finish Under Green Please

Thank you for your letter. The Club makes every effort to have Runoffs races start the last lap on a Green Flag. Sometimes this is not possible due to on track incidents during that race and other time challenges to the schedule.

2. #21085 (Stephen Hyatt) Input on Letter #20619

Thank you for your letter. SCCA has considered the use of FIA flags in the past on numerous occasions. SCCA continues to conclude that due to the varied lengths and types of tracks the Club uses, the limited flagging resources available at some of our events, and the distance between staffed turn stations, the FIA flag rules would leave large sections of the track under the control of a Yellow Flag until the next staffed turn station can display a Green Flag.

GT2

1. #20357 (PHIL LASCO) Engine Upgrade

Thank you for your letter. The CRB may consider additional modifications to the original base engine. Please submit a letter through crbscca.com, requesting any changes you recommend.

2. #20726 (Greg Palmer) GT4 Program in the Future?

Thank you for your letter. The SCCA has no plans to add a GTS/GT4 class. The CRB will consider classifying cars in GT2/ST on a case by case basis.

3. #20774 (Amir Haleem) Allow Unrestricted Intake Manifolds

Thank you for your letter. Unrestricted intake manifolds are not within the GT2/ST philosophy.

4. #21033 (Amir Haleem) Toyota Supra Alternate Engines

Thank you for your letter. The CRB/GTAC are discussing the potential for allowing turbochargers in GT2/ST.

GT3

1. #20952 (James Rogerson) Include FIA Fun Cup in GT3

Thank you for your request. This car is not within the philosophy of GT rules.

GTL

1. #21097 (James Gregorius) Request Increase for 12A SIR

Thank you for your request. The 12A Street Port engine is classified properly.

EP

1. #21100 (Aaron Johnson) Honda S2000 Requests

Thank you for your request. The request would allow one of the cars to use a transmission with better ratios without a weight penalty.

FP

1. #20908 (Bobby Beyer) Please Class Toyota Yaris in FP for Full Preparation

Thank you for your request. This car is already classed under the level 2 rules in HP.

Prod

1. #20950 (James Rogerson) Bring in Past Generation MX5 Cup Car Without Modification

Thank you for your request. This car is presently classed in EP under the level 2 rules.

2. #21128 (James Rogerson) Sequential Shifting Transmissions

Thank you for your letter. Non-sequential shift dog ring transmissions are still available for both front and rear wheel drive cars at reasonable prices. Allowing sequential shift transmissions would be perceived as significant rules creep that could effectively obsolete all non-sequential shift transmissions. This could potentially lead to a large number of competitors incurring significant costs to purchase new transmissions without any positive effect on competition parity or participation.

3. #21129 (Jesse Prather) Alternate Rocker Arms

Thank you for your request. The failure experienced by the referenced car was a broken rocker arm stud. The rules have now been changed to allow alternate rocker arm studs. At present there appears not to be a reason to allow alternate rocker arms.

STL

1. #20981 (Tom Fowler) Weight Reduction for RWD

Thank you for your letter. Please see the response to letter #20624, December 2016 Fastrack Minutes.

STU

1. #21086 (Edmond Lo) Mix and Match Engine

Thank you for your letter. Mixing of heads and short blocks (e.g., Type R head on a B20 bottom end) is not allowed in Super Touring.

2. #21091 (Oscar Jackson) Carbon Driveshaft Allowance

Thank you for your letter. The CRB does not wish to change the driveshaft rule at this time, and wishes to reiterate that GCR 9.1.4.L.1 clearly states that driveshafts must be "the same types of materials as stock."

T1

1. #20001 (Chad Gilsinger) Classify 2017 Acura NSX in T1

Thank you for your letter. This car is not recommended for T1. As of 2/1/17, it will be classified in GT2. Please see the response to letter #20003, Technical Bulletin.

2. #20648 (Kenneth Billimack) Re-Class 997 GT3 Cup to T1

Thank you for your request. The car is not recommended for T-1 and is currently classed in GT-2. This car exceeds the class philosophy for T-1 given recent recommended changes for T1.

3. #20886 (Ross Murray) Reconsider Elimination of the Competition Coupe

Thank you for your letter. This car was improperly classed in T1 and is outside the class performance envelope. The car is properly classified in GT2.

4. #20890 (David Mead) Allow Mustangs/Thunderbirds to Install Griggs SLA Conversion

Thank you for your letter. This is beyond the class philosophy for T-1.

5. #20968 (Rob Bodle) 2015 Mustang Intake

Thank you for your letter. This is not recommended for an OEM spec line. If you desire a non OEM configuration for this request, please submit a request for a specification line so this configuration can get the appropriate weight and/or restrictor adjustments.

T2

1. #21008 (Lothar Kremer) 98-04 C-5 Corvette

Thank you for your letter. Please check the relative performance of this car prior to its retirement in the race. Recent changes have been made for T2 in 2017. Please see the response to letter #20602, December Fastrack Technical Bulletin.

T4

1. #20907 (Tim Wise) Reduce Running/Maintenance Costs of MX5 in T4

Thank you for your letter. This car is not within the class philosophy of T4.

2. #20924 (Dan Hardison) Allow Aftermarket Headers for T4 1996-2002 Camaro/Firebird

Thank you for your letter. This car has received several positive adjustments including larger tire size and cold air intake for 2017. The header is not recommended at this time. Please refer to letter #20347, December 2016 Fastrack Technical Bulletin for changes to this car and letter #20394, December 2016 Fastrack Minutes, for other T4 changes.

3. #21110 (Jim Ebben) Allow MX5 Cup FiveStar Windshield on the T4 '06-'14 Mazda MX5

Thank you for your request. Lexan is not recommended for T4 and is beyond T4 class philosophy.

4. #21115 (Michael Olivier) Remove the 55mm Restrictor for Honda Civic SI '06 to '11

Thank you for your request. Please bring this car out to race it in T4 so the CRB can monitor performance, data, and T4 changes recommended for 2017.

5. #21116 (Michael Olivier) Reduce Minimum Weight of '06 - '11 T4 Honda Civic SI

Thank you for your letter. Please bring this car out to race it in T4 so we can monitor performance, data, and T4 changes recommended for 2017.

6. #21117 (Michael Olivier) After Market Wheels for the T4 '06 to '11 Honda Civic SI

Thank you for your letter. Please bring this car out to race it in T4 so we can monitor performance, data, and T4 changes recommended for 2017.

Recommended Items for 2018

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

FA

1. #21058 (Mirl Swan) Additional Input

Thank you for your letter. Please see the response to your letter #21057.

FB

1. #20725 (John LaBrie) Parity in FB

Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

2. #20849 (Jay Novak) Weight Increase for Engines Newer Than Model Year 2011

Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

3. #20999 (Daniel Robinson) FB Engine Parity

Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

Prod

1. #21099 (Aaron Johnson) Limited Prep Valve Rules

Thank you for your letter. Please see the response to letter #21096, Technical Bulletin.

2. #21102 (Jason Stine) Quantification of Neck Down Valve Rule Change for LP Motors

Thank you for your letter. Please see the response to letter #21906, Technical Bulletin.

3. #21122 (Ron Bartell) Level 2 Valves

Thank you for your letter. Please see the response to letter #21906, Technical Bulletin.

T2

1. #20892 (John Buttermore) Fine Tuning of T2 Adjustments for 2017

Thank you for your request. Recent adjustments were made in T2 for 2017 and the CRB will continue to monitor performance and results. Please see the response to letter #20605, December 2016 Fastrack Technical Bulletin.

2. #21037 (Todd Napieralski) Base of Performance 2016 Camaro SS T2

Thank you for your letter. Recent changes have been made for T2 in 2017 and the CRB will continue to monitor performance and data in 2017 before making additional recommendations. Please see the response to letter #20605, December Fastrack Technical Bulletin.

T2-T4

1. #20798 (Rich Grunenwald) Adjustable Shocks in T2 - T4 - OPPOSED

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #21005 (Jason Huepenbecker) Adjustable Shocks in Touring Request for Approval

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #21007 (Jason Huepenbecker) Touring 4 Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

T4

1. #20706 (Philip Royle) Adjustable Shocks in Touring 4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #20722 (Stan Czacki) Single Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #20775 (Tim Myers) Not in Favor of Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
4. #20776 (Steve Strickland) Please DO NOT Allow Adjustable Shocks for T4 Cars
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
5. #20778 (Josh Smith) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
6. #20806 (Joe Leonard) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
7. #20807 (Jeffery LaBounty) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
8. #20808 (Darryl Pritchett) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
9. #20809 (Kolin Aspegren) Against Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
10. #20861 (Ross Murray) Adjustable Shock Proposal
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
11. #20876 (Joe Cooley) No Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
12. #20937 (Richard James) Support of Adjustable Shocks in T4.
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
13. #20947 (Jim Drago) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
14. #20957 (Darren Seltzer) T4 Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
15. #20960 (Chi Ho) T4 Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
16. #20961 (Eric Heinrich) #20561 WDYT Reply Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
17. #20979 (Tom Fowler) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
18. #20982 (Brad McCall) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
19. #20983 (David Dewhurst) T4 Shocks Input
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
20. #20985 (James Innes) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
21. #20987 (Donald Knowles) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
22. #20989 (Sean Hedrick) T4 Shock Clarification
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
23. #20990 (Kevin Koelemeyer) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

24. #20991 (Kevin Koelemeyer) Weight Add MX5

Thank you for your letter. The CRB will monitor recent changes in T4 during 2017. Please see the response to letter #20392, December 2016 Fastrack Minutes.

25. #20993 (David Wheeler) Do Not Allow Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

26. #20994 (Morgan Mehler) Letter Regarding #20561

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

27. #20996 (Jonathan Yanca) Please Do NOT Allow Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

28. #20997 (Jason Shultz) Non Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

29. #20998 (Alex Kuretski) Non Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

30. #21000 (Cal Hay) In Support of Non Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

31. #21001 (Lawrence Slivinski) Input to Letter #20561 T-4 Shock Clarification

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

32. #21002 (Richard Astacio) T4 Adjustable Shock

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

33. #21003 (Emmitt Staley) Shock Discussion

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

34. #21004 (Michael Collins) Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

35. #21009 (Caleb Everett) Vote for #2

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

36. #21011 (Terry Tabor) I Vote for #2 - Allow Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

37. #21012 (Gregory Shumaker) Adjustable shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

38. #21014 (Larry Tague) Shock Discussion

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

39. #21030 (David Beccaris) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

40. #21031 (Jason Phillips) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

41. #21034 (Marc Cefalo) T-4 Shock Clarification Currently in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

42. #21041 (Michael Sullivan) No On Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

43. #21042 (Matt Downing) Allow Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

44. #21043 (Thomas Hart) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
45. #21045 (Ali Naimi) T4 - In Favor of Non-Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
46. #21046 (Tom Wickersham) No Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
47. #21048 (David Hale) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
48. #21049 (James Wetter) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
49. #21051 (Tim Wise) Do Not Allow Adjustable Dampers, Retrofitted or Otherwise, in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
50. #21059 (Alex Bolanos) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
51. #21060 (Andrew VanVurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
52. #21061 (Henry Van Vurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
53. #21062 (Engelberto Bolanos) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
54. #21063 (Fe Bolanos) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
55. #21064 (Christian Van Vurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
56. #21065 (Mathew Van Vurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
57. #21066 (Andrew Von Charbonneau) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
58. #21067 (Drew Strickland) Please Do Not Approve Adjustable Shocks for T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
59. #21074 (Christian Shipp) Adjustable Shock Absorbers in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
60. #21077 (Jeremy Lucas) Against Opening up Shocks in Touring 4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
61. #21090 (Oscar Jackson) Answer to Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
62. #21109 (Jim Ebben) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

What Do You Think

None.

RESUMES**1. #20708 (Derrick Ambrose) Touring Advisory Committee**

Thank you for submitting your resume for the Touring Advisory Committee. Your resume will be reviewed in the next few months.

2. #20948 (Chi Ho) Touring Advisory Committee

Thank you for submitting your resume for the Touring Advisory Committee. Your resume will be reviewed in the next few months.

3. #21084 (Jason Stine) Resume for Production Advisory Committee

Thank you for submitting your resume for the Production Advisory Committee. Your resume will be reviewed in the next few months.

4. #21158 (Larry Svaton) Production Committee Resume

Thank you for submitting your resume for the Production Advisory Committee. Your resume will be reviewed in the next few months.