

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 July 20.

CLUB RACING BOARD MINUTES | July 2017

The following decisions were made:

Member Advisory

GCR

1. #22354 (SCCA Staff) Notice of Counterfeit SFI Labels on Driver Restraints
Notice of Counterfeit SFI Labels on Driver Restraints Sold by Ruian Sanlian
View MA 17-04 at <https://www.scca.com/pages/cars-and-rules>.

No Action Required

GT1

1. #22204 (Jason Braun) What is the Outlook for GT-1?
Thank you for your letter. SCCA includes a variety of classes for competition. GT1 was never intended as a stepping stone class.

T2-T4

1. #22261 (Scotty White) Feedback on T3 Weight Adjustments
Thank you for your input.

T3

1. #22248 (David Mead) Feedback for Racing Memo 17-06 and the T3 Weight Adjustments
Thank you for your feedback. The CRB will continue to monitor the class.

Not Recommended

F

1. #22068 (SCCA Staff) Require Data Mounting Plates on All National Formula Car Classes
Thank you for your letter. The CRB does not recommend data mounting plates for all classes but may require mounting plates on individual classes as needed.

P2

1. #22424 (Formula/Sports Racing Committee) WDYT Diffusers in P2
After reviewing member response from letter #22175 WDYT, the CRB does not recommend removing diffusers from cars in the P2 class.

GCR

1. #22104 (Steve Pence) Championship Points In The Event of Cancellation
Thank you for your suggestion. The decision on how to handle event cancellations should be the responsibility of the host region and dealt with in their Supplemental Regulations.

GT3

1. #22091 (Michael Heintzman) Classify Mazda MZR 1.8L DOHC Engine
Thank you for your request. MAZDASPEED confirmed this engine was never in a US-based automobile and therefore does not conform to 9.1.2.B.4.

STL

1. #22152 (Tom Lamb) Change the STL Rear Wing Height Requirement
Thank you for your request. The CRB does not recommend this change. The rule is adequate as written.
2. #22195 (Alan Cross) Max Brake Rotor Diameter
Thank you for your feedback. The CRB does not recommend changing the brake rules in Super Touring at this time.

STU

1. #22350 (Eric Heinrich) 300 Pounds Off NA Cars Under 2.4 Liters
Thank you for your input.

T1

1. #22217 (John Buttermore) T1-LP Restrictor Removal for No Headers Prep Level
Thank you for your request. Competitors have a choice to use headers or not use them.

2. #22249 (John R Buttermore) Remove the Approval for Headers in T1 LP
Thank you for your letter. The rules are adequate as written.

3. #22308 (Marc Hoover) Allow Alternate Miata Front Fenders
Thank you for your letter. Your request is against class philosophy.

T3

1. #22174 (Budd Beaman) Spec Line Change Request for T-3 2011-14 V6 Ford Mustang
Thank you for your request. Data has shown this car to be competitive as classed. The CRB will continue to monitor T3.

2. #22245 (Ali Salih) Please Revert RM 17-06
Thank you for your feedback. The CRB will continue to monitor the class.

3. #22246 (Matt Slavens) Reconsider the Recent Weight Changes in T3
Thank you for your feedback. The CRB will continue to monitor the class.

4. #22247 (Adam Williams) Keep the Spec E46 Weight Closer to the Spec Weight: 2850 lbs.
Thank you for your feedback. The CRB will continue to monitor the class.

5. #22273 (Michael Sullivan) Restore Parity to T-3
Thank you for your feedback. The CRB will continue to monitor the class.

6. #22320 (David Mead) Allow Panhard Bar on 99-04 Mustang GT and Bullitt
Thank you for your request. The CRB does not recommend this change.

7. #22321 (David Mead) Disparity in T2 2011+ Mustang V6/Spec E46
Thank you for your feedback. The CRB will continue to monitor the class.

8. #22334 (Paul McNamara) Reduce the Weight for the Nissan 350Z
Thank you for your request. The CRB will continue to monitor the class.

T4

1. #22137 (Brian Husting) Reduce The T4 Acura RSX-S Weight (-100lbs.)
Thank you for your letter. The CRB will continue to monitor the class.

2. #22163 (Darren Seltzer) Unachievable Ride Height Limits
Thank you for your request. Adjusting the rule for a single car in any class is not good for the entire class. The rule is adequate as written.

3. #22180 (Dan Wiegandt) Remove Restrictor Plates for Acura and Honda Cars
Thank you for your letter. Recent changes have been made to T4. The CRB will continue to monitor the class.

4. #22181 (Dan Wiegandt) Increase Tire Sizes for Acura and Honda Cars
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

5. #22182 (Dan Wiegandt) Reduce Weight on Acura and Honda Cars
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

6. #22183 (Dan Wiegandt) Remove Scion/Subaru Multiple Advantages in T4
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

7. #22184 (Dan Wiegandt) Reduce Scion/Subaru Tire Size

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

8. #22237 (Mark McCaughey) Reinstate Entry Level Showroom Stock C

Thank you for your letter. B-spec and T4 cars are considered entry level classes.

9. #22300 (Lothar Kremer) Mazda RX-8 Tire Size Change - Re-Submittal

Thank you for your letter. The CRB will continue to monitor the class.

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.

B-Spec

1. #22199 (B-Spec Committee) Camber

Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ **3.5** degrees negative chamber is allowed on front and rear suspensions.

GT2

1. #22270 (Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

STU

1. #21663 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents

Thank you for your request. Change 9.1.4.1.:

A. Chassis *and Bodywork*

1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (Charles Tobel) Update the Inlet Restrictor Chart

Thank you for your letter. Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor ~~2~~ **1** mm from this table.

Taken Care Of

P2

1. #22175 (Mike Bachman) Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

2. #22259 (Armen Megregian) Feedback for Letter #22175: Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

3. #22260 (Craig Farr) Feedback for #22175 - P2 Diffusers

Thank you for your letter. Please see the response to letter #22424.

4. #22264 (Jay Messenger) Support for P2 Diffuser Elimination

Thank you for your letter. Please see the response to letter #22424.

5. #22265 (Robert Kazen) Response to the Rear Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

6. #22266 (Vaughan Scott) Keep Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.
7. #22267 (Doug Piner) Reply to P2 Diffuser WDYT
Thank you for your letter. Please see the response to letter #22424.
8. #22268 (Robert Christensen) Feedback for the Diffuser WDYT
Thank you for your letter. Please see the response to letter #22424.
9. #22272 (Eric Wallgren) Removal of Diffusers From P2 Cars is Unneeded and Dangerous
Thank you for your letter. Please see the response to letter #22424.
10. #22274 (Stan Clayton) Response to Request for Input, Letter # 22175
Thank you for your letter. Please see the response to letter #22424.
11. #22276 (Stan Clayton) Clarification to my letter #22274
Thank you for your letter. Please see the response to letter #22424.
12. #22305 (Robert Fox) Remove Diffusers From P2
Thank you for your letter. Please see the response to letter #22424.
13. #22306 (Fred Michael) Do Not Remove Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.
14. #22311 (DAVID O'LEARY) Not in Favor of Diffuser Elimination
Thank you for your letter. Please see the response to letter #22424.
15. #22312 (Sherman Chao) Response to #22175 - Not in Favor of Removing Diffusers
Thank you for your letter. Please see the response to letter #22424.
16. #22362 (Jake Thielmann) Opposed to Rear Diffuser Removal
Thank you for your letter. Please see the response to letter #22424.
17. #22374 (Tim Day, Jr.) Not in Favor of the Removal of Rear Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.
18. #22375 (Tim Day, Jr.) Follow Up Attachment to Letter #22374
Thank you for your letter. Please see the response to letter #22424.
19. #22376 (Tim Day, Jr.) More Information for Recently Submitted Letter #22375
Thank you for your letter. Please see the response to letter #22424.
20. #22388 (Greg Gyann) Response to WDYT - P2 Diffusers
Thank you for your letter. Please see the response to letter #22424.
21. #22411 (Doug Geisler) Eliminating Diffuser proposal
Thank you for your letter. Please see the response to letter #22424.

GTL

1. #22122 (Joseph Besenti) Allow Newer Mini Engines in Older Mini Chassis
Thank you for your request. These engines are already classified in GTL for the older Mini body styles.

STU

1. #22062 (Anthony Philleo) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.
2. #22063 (Michele Abbate) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.
3. #22096 (Eric Thompson) Response - Hood Vents Are Long Overdue
Thank you for your feedback. Please see the response to letter #21663.

4. #22131 (Ian Barberi) Response to the Allowance of Hood Vents WDYT
Thank you for your feedback. Please see the response to letter #21663.

5. #22196 (Joe Dillard) Response to ST WDYT Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

T2

1. #22233 (Christopher Childs) Adjust the Restrictor Size for the C6 Corvette With An LS2 Engine
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

2. #22250 (John R Buttermore) Car of the Year in T2
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

3. #22319 (Rob Huffmaster) Competitive Issue in T2
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

4. #22323 (Ray Huffmaster) C6 LS2 Warning - Possible Parity Threat
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

5. #22325 (John Stracensky) The Corvette C6 / LS2 is a Potential
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

T3

1. #22115 (Derek Kulach) Consider Small Spec E46 Adjustments
Thank you for your letter. Recent changes were adapted for T3. The CRB will continue to monitor the class.

T4

1. #22116 (Oscar Jackson) The MX-5 Needs a Weight Increase Similar to The RX8 and FR-S
Thank you for your letter. Recent changes were made for T4. The CRB will continue to monitor the class.

What Do You Think

None.

RESUMES

None.