

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 August 20.

CLUB RACING BOARD MINUTES | August 1, 2017

The Club Racing Board met by teleconference on August 1, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Marcus Meredith, BoD liaisons; and John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

FA

1. #22228 (SCCA Staff) Single Seater Jacking Points: Important Safety Notice

The CRB, at the request of the FIA would like to make the following recommendation for all F4 cars.

Please see <https://www.scca.com/pages/cars-and-rules>

FC

1. #22484 (SCCA Staff) FC Zetec ECU Map

A reminder to all FC competitors that the Pectel T2 ECU Map for the Zetec engine is available on the SCCA website:

<https://www.scca.com/pages/technical-forms-and-downloads>

Only that map or the equivalent Performance Engineering PE-3 map will be considered as compliant for 2017 Majors and Runoffs events. The PE-3 map must be installed with Version 35 firmware.

Note: This memo was posted on www.scca.com on July 20, 2017. See MA 17-05.

GCR

1. #21698 (SCCA Staff) Look Into Fire Extinguishers/Lithium Batteries

Competitors using Lithium Ion batteries are advised to make sure that their on-board or hand held fire extinguisher system (as required) meet the chemical requirements to extinguish Lithium Ion fires. For example, water-based systems are not acceptable to extinguish Lithium Ion fires.

No Action Required

F500

1. #22384 (Jack Walbran) F500: Sense of Class on Competition Issues

Thank you for your letter. The CRB appreciates your input.

P1

1. #22177 (Jim Devenport) Requested P1 Dynamometer Information

Thank you for your letter. The CRB appreciates your response.

GCR

1. #22417 (Jason Stine) The Future of SCCA Racing

Thank you for your thoughtful suggestions on how to restructure all of our Club Racing classes, Your comments has been shared with the Board of Directors Planning Committee for consideration.

GT

1. #21868 (James Rogerson) Remove References to SCCA Pro and World Challenge

Thank you for your concern. The SCCA is looking into this.

GT2

1. #22113 (Steven Pounds) Supporting Information for Competition Adjustment Letter #21955

Thank you for your letter. The CRB believes this car is competitive as classed and will continue to monitor the performance of this car in GT2.

HP

1. #22134 (Joe Camilleri) Clarify Brake Rotors for 1588cc VWs in HP
The Production Advisory Committee is in the process of putting together complete brake specifications for the specification lines in the PCS (starting with HP).

Not Recommended

F500

1. #22377 (Jack Walbran) F500: Rotax 593 Sleeves

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

2. #22378 (Jack Walbran) F500: Require Engine Identification on Entry Forms

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

3. #22379 (Jack Walbran) F500: Two Stroke Performance Baseline

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

4. #22382 (Jack Walbran) F500: Limiting Rear Spoilers

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

5. #22383 (Jack Walbran) F500: Reduce Motorcycle Engine Restrictors to 28mm

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance of the different engines in the class.

6. #22397 (Cory McLeod) Support for TEMPORARY Division of F500 Into 2 Classes

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

7. #22402 (Jim Murphy) Change Weight Not Restrictors

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance in the class.

GCR

1. #22044 (Brad McCall) Follow-Up to Letters #20767 and #21165 - Allow E85 Fuel

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

GT1

1. #22335 (Alexander Marmureanu) Classify the Porsche 997 GT3R

Thank you for your request. This car does not fit the profile for a GT1 car; however, it can run in SPO.

GT2

1. #22391 (Scott Graf) Classify the Factory Five Daytona Coupe

Thank you for your request. The SCCA does not classify non-production cars in GT racing.

GT3

1. #22132 (Michael Heintzman) Chassis, Bodywork, and Engine Location

Thank you for your letter. If a competitor is changing body styles on a chassis, then the chassis must meet all specifications related to GTL, including engine set back. (9.1.2.F.4.e.13)

GTL

1. #22441 (Tim Linerud) 15 Inch Wheels

Thank you for your letter. The CRB has found numerous sources for 13" wheels. Additionally, most brake packages are custom or semi-custom using a wheel of any size.

EP

1. #22386 (Larry Svaton) Allow 15x7 Wheel Size and Approve Fenders

Based on the weight of this car, the wheel size specified is appropriate and the size specified is the default size based on the dimensions of the stock wheels that were available on this car. The proposed alternate fender would change the coefficient of drag for this car and is thus a performance advantage, which is not warranted by the available competition data.

FP

1. #22160 (Joe Huffaker) Lotus 7 Competition Adjustment Request

The available competition data does not support the requested adjustment. The CRB will continue to monitor the performance of this car.

HP

1. #22164 (Bobby Beyer) Allow Gen 1 Intake on Gen 2 1NZ Engine

Thank you for your letter. The substitution of engine parts, including intake manifolds, between different cars is not in accord with class philosophy. However, it is believed an adapter would allow the use of the desired type of throttle body and the writer is requested to explore and submit a letter for this alternative.

2. #22299 (Jack Banha) Add Valve Lift Note to the Volkswagen Rabbit 1588 Specification Line

Thank you for your letter. Only the first generation of limited preparation cars classed in EP use this cam lift measurement standard. To expand this rule to all the other limited preparation cars classed in Production could result in a massive expenditure of funds by competitors buying new cams that take advantage of the change without any improvement in parity in each of the Production classes.

SM

1. #21738 (John Bauer) Clarify the Use of Mazda Competition Bushings

The only bushings that are compliant are the stock bushings.

ST

1. #22369 (Eric Thompson) A Wheel Width Increase is Needed

Thank you for your request. The CRB does not recommend changing wheel size. Wheel size maximums have been part of the balance of performance in this class since its inception.

STU

1. #22357 (Eric Heinrich) Adjust FWD Weight Adjuster for 2018

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of STU cars.

2. #22367 (Alan Gould) Allow Alternate Intake Manifolds for the MX5

Thank you for your request. Alternative intakes are not permitted in Super Touring. The CRB suggests the competitor build the car to World Challenge spec VTS with intake part #s LF9G-13-130B and LFE2-13-100.

3. #22501 (Frank Capobianco) Allow 9 Inch Wheels

Thank you for your letter. The CRB does not recommend changing the wheel size in Super Touring. Stable, consistent rules such as maximum wheel size, maximum tire size, and maximum brake rotor diameter are used for balance of performance across the class.

T1

1. #22468 (Chris Edens) Allow Complete Fender Replacement of Alternate Material

Thank you for your letter. This is outside of class philosophy. The rule is adequate as written.

T2

1. #22442 (Kurt Rezzetano) 2015-Current Mustang GT Brake Problems

Thank you for your letter. This car is classed appropriately.

T2-T4

1. #22385 (Darren Seltzer) Follow Industry Standard Tire Size and Wheel Width Guidelines

Thank you for your letter. Competitors can run wheels or tires under the specified maximum size to achieve safe combinations from various manufacturers.

2. #22409 (Darren Seltzer) Require 93 Octane For Lower Touring Classes

Thank you for your letter. Fuel rules changes are not recommended at this time.

3. #22459 (Harley Kaplan) Remove Camber Rule

Thank you for your letter. The rule is adequate as written. The CRB recommends getting a voluntary inspection before the race to confirm your car is within the specification. The CRB is not in favor of opening up the camber rules.

T3

1. #22418 (Eric Ronning) 2011-2014 V-6 Mustang Restriction Change Request

Thank you for your letter. The CRB will continue to monitor T3.

2. #22448 (David Mead) Re-Consider the T3 MX5 Classification in August 2017 Fastrack
Thank you for your letter. The car is classed appropriately. Please bring the car to the track.

T4

1. #22398 (Dave Wheeler) Allow SM To Compete In T4
Thank you for your letter. Spec Miata rules are outside T4 class philosophy.

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.

AS

1. #21799 (American Sedan Committee) Tires for American Sedan
The ASAC recommends the following addition to the tire rule for American Sedan.

Add 9.1.6.D.6.b.4: 4. Beginning 1/1/2018 for all American Sedan cars competing in regional and divisional races and beginning after the second 2018 Majors race in each Conference, all American Sedan cars must compete with one of the DOT tires listed below:

*BFGoodrich RS1
Hancook Ventus Z214
Hoosier R (7 or 6)
Kumho Ecsta V700
Nitto NT101
Toyo R888
Toyo Proxes RA1
Toyo Proxes RR
Yokohama A048*

Rain tires must continue to have a DOT rating, but, are otherwise unaffected by this rule.

The ASAC and CRB thank the following authors for their feedback on this idea:

Brian Himes (21900 and 22123), Dean Bailey (21922), Mark Wheaton (21936), Matt Regan (21958), Matt Chojnacki (21959), Daniel Licklider (21961), Stephen Ott (21962), Allison Palitz (22002), Jim Wheeler (22018), Jack Martin (22034), Daniel Richardson (22095), Drew Cattell (22098), John Barnett (22149), Ted Warning (22168), Ted Johnson (22252)

F500

1. #22380 (Jack Walbran) F500:Further Limiting Rub Strips
Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. 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 through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR

1. #21577 (Greg Amy) FIA Window Nets
Thank you for your letter. Change 9.3.53:

9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI

Spec 27.1., "Label" to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

2. #21682 (Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier
Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

SM

1. #22480 (Spec Miata Committee) Clarify/Update Differential Repair Rule
Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4

1. #22469 (Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza
Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:

~~17 x 7~~ *18 x 7*

Taken Care Of F500

1. #19939 (Jay Novak) Proposed Rule Change to F500
Thank you for your letter. Please see the response to letter #22380.

2. #21997 (Wiley McMahan) Performance Between the MC Motor and Two Stroke Motor
Thank you for your letter. Please see the response to letter #22383.

3. #22396 (Cory McLeod) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.

4. #22401 (Chuck McAbee) Split F500 and F600 Into Two Classes
Thank you for your letter. Please see the response to letter #22397.

5. #22412 (Barry Luterek) Motorcycle Engine Power
Thank you for your letter. Please see the response to letter #22383.

6. #22425 (Darrel Greening) Support for Letter #22383 Restrictor for MC Engines
Thank you for your letter. Please see the response to letter #22383.

7. #22428 (Tom Buckman) F500 Ad Hoc Committee Proposals
Thank you for your letter. Please see the response to letters #22383 and #22397.

8. #22439 (Jay Beckley) Committee Recommendation on F600 vs. F500
Thank you for your letter. Please see the response to letter #22397.

9. #22515 (F Russell Strate Jr.) Consideration of F-500 Proposals
Thank you for your letter. Please see the response to letters #22383 and 22397.

10. #22518 (H. Cory McLeod) Support for Letter #22382: Limit Rear Spoilers in F500
Thank you for your letter. Please see the response to letter #22382.

11. #22519 (Jay Beckley) Northeast Conference Champion Declines Runoffs Attendance
Thank you for your letter. Please see the response to letter #22397.

12. #22530 (James Weida) Letter in Support of Letter #22383
Thank you for your letter. Please see the response to letter #22383.

13. #22533 (Darrel Greening) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.

P2

1. #22390 (John Gyann) P1 and P2: Maintain a Separation in Performance
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.

2. #22438 (Michael Reupert) Rear Diffuser
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.

GCR

1. #22060 (Brad McCall) Follow-Up With More Info For Letter #22044 E85 Fuel
Thank you for your letter. Please see the response to letter #22044.

2. #22364 (Peter Watson) Feedback and a Comment on Letter #20619
Thank you for your letter. Please see the response to letter #20619, July 2017 Fastrack Minutes.

STU

1. #22389 (Brad McCall) Safety Issue - Allow 9 Inch Wheels
Thank you for your letter. Please see the response to letter #22369.

What Do You Think

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During Season
The CRB would like the opinion of Club members regarding balance of performance adjustments during the season. Please respond by stating your preference for option A or option B.

Option A:

More frequent, but less significant member and data-driven adjustments during the season after post-Runoffs adjustments. This is the current formula.

Benefits: Decreased risk of sustained imbalance. Greater use of member input and mid-season data.

Risks: Greater variability. Increased perception of "meddling" with classes.

Option B:

With the exception of new classifications, few, if any, adjustments during the season. Significant post-Runoffs adjustments made.

Benefits: Potential for class growth through greater stability.

Risks: Sustained, significant imbalance through the season. Increased potential for losing competitors for an entire season if they feel uncompetitive. Increased difficulty in addressing member's letters during season as changes would not apply until following season.

RESUMES

None.