

## 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](http://scca.com) website on or about February 20.

### CLUB RACING BOARD MINUTES | February 2, 2016

The Club Racing Board met by teleconference on February 2, 2016. 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 Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator; Chris Albin, consultant; Dennis Dean and Jim Rogaski, guests. The following decisions were made:

#### **Member Advisory**

##### **FV**

1. #18899 (Formula/Sports Racing Committee) Spec Tire in FV

Based on member input and survey results about a spec tire, the CRB recommends pursuing a spec tire for Formula V through the Club Racing Department, for the 2017 racing season and beyond.

##### **SM**

1. #18140 (David Dewhurst) Spec Miata Compliance Fee

Thank you for your letter. Effective 2/1/16, there will be a \$20 compliance fee for every Majors event. The CRB and SMAC will work with SCCA to administer the use of the funds collected.

#### **No Action Required**

##### **T4**

1. #18798 (Marcel Berkhout) Allow Bilstein B14 FRS/BRZ

Thank you for your letter. The spring package for the FRS/BRZ is a spec spring, and any make (including Bilstein) of non-adjustable shock/strut usable with the spec spring is permitted.

#### **Not Recommended**

##### **F5**

1. #17961 (David Lapham) Aerodynamics Rear Diffusers

Thank you for your letter. Diffusers are allowed as long as they fall within the listed overall length. The rules are adequate as written.

2. #18220 (Nicholas Sullivan) Separate Classes for F5 and F6

Thank you for your letter. The CRB recommends both the 2 stroke and motorcycle engine competitors work through the newly formed F5 Ad Hoc Committee for the overall good of the class.

3. #18256 (David Lapham) F-5 Aerodynamics Rules Clarification and Improvements

Thank you for your letter. The CRB does not recommend these changes.

##### **FA**

1. #18843 (Jay Horak) Pro Formula Mazda Class

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

##### **FV**

1. #18892 (Greg Rice) Alternate Tire Letter 17553 Was Lost, Ignored, Buried, or ?

Thank you for your letter. Your letter number (17553) and name were listed in letter #17504, December 2015 Fastrack Minutes, thanking you for your feedback. The CRB has recommended pursuing a single spec tire for FV. Please see the response to letter #18899. Divisions have the ability to allow alternate packages in their regional racing series.

##### **P2**

1. #18476 (Jay Messenger) P2 Class Too Similar to P1 - Not in Line With Vision for Class

Thank you for your letter. The CRB does not recommend this change at this time and will monitor the relative performance of the 2 classes.

2. #18499 (Austin McCoy) Norma M20F P2 Eligibility

Thank you for your letter. The CRB does not recommend this change because Group CN cars are not consistent with the P2 class philosophy.

#### **GT**

1. #18706 (Michael Major) Prohibit Carbon/Carbon Clutches in Club Racing

Thank you for your letter. Carbon/carbon clutches have been in use too long to prohibit them now.

#### **GT2**

1. #18667 (Phil Lasco) Panoz GTS Engine Upgrade

Thank you for your letter. This is a spec classification that has been given several performance allowances over the last couple of years. Sufficient data is not available to warrant these changes at this time.

#### **GT3**

1. #18637 (Stanley Lizauskas) Engine Builder; Improve 12A Bridgeport Performance

Thank you for your letter. The CRB believes the 12A Bridgeport to be competitive as classified.

#### **EP**

1. #18774 (A. Sterling Cole) Window Net Rule Change for All Closed Cars

Thank you for your suggestion. The window net rule is adequate as written.

#### **HP**

1. #18840 (Mike W. Ogren) Toyota 2TC and Datsun 1600 Correction Please

Thank you for your request. Currently, there is no competition data that would support the need for the requested adjustment to these cars.

2. #18904 (Matt Brannon) Allow 13x7 Wheels in HP

There are currently both Goodyear and Hooiser race tires, both slicks and rain tires, that are specified to run on 6" wide rims. Indeed there are more options now than when this request was first made. Based on the results of competition in HP it is evident that cars running 6" wide wheels are not at a competitive disadvantage.

#### **Production**

1. #18818 (Mike W Ogren) Modernize the Air Dam Rules, Please

Thank you for your letter. The rule as recently revised provides clear guidance for the construction of spoilers and their integration into the existing bodywork of Production race cars. Restricting the width of fender flares and the associated portion of the spoiler is unnecessary. The existing rule requires retention only of the stock grille opening. It does not preclude the spoiler being allowed to cover the holes mentioned by the author that are exposed if the bumper of the referenced car is removed. If a replica bumper is installed, as permitted by the rules, the spoiler would also cover these holes.

#### **SM**

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone

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

2. #18749 (Brian Vondran) Pinch Weld Reinforcement - Rule 9.1.7.3.q.

Thank you for your letter regarding tubing for jacking points along the pinch weld. The current rule defines the modifications allowed for jacking points. Additional points for jack stands are not needed.

3. #18836 (Jan Nevarez) Split SM into 1.6 and 1.8 Classes

Thank you for your request. The CRB believes that splitting the class into 1.6 and 1.8 is not in the best interest of the class.

#### **STL**

1. #18862 (Buzz Marcus) STL Weight Changes

Thank you for your letter. The CRB has no plans to make any rear wheel drive or Miata weight changes at this time, but will continue to monitor performance.

#### **STU**

1. #18739 (Gregory Goss) OE Wheel Size

Thank you for your letter. The CRB has no plans to open up the wheel restrictions in STU at this time.

## **T1**

### **1. #18833 (John Iles) Mustang Restrictor Requirements**

Thank you for your letter. The CRB does not recommend this change and will continue to monitor performance in T1.

## **T3**

### **1. #18312 (Darrell Anderson) Spec Mustang to Run in T3**

Thank you for your request. SMG does not fit in T3. Please see letters 18901 and 18971, What Do You Think, concerning the potential for SMG in ST or AS.

## **Recommended Items for 2017**

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).

## **GCR**

### **1. #18931 (SCCA Staff) Increased Fire System Requirements**

For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

## **STU**

### **1. #18520 (Greg Amy) De-List Spec E46 from STU**

Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for **2017** to avoid competitor confusion.

## **Taken Care Of**

## **F5**

### **1. #17959 (David Lapham) Restrictor Size F-5 600 CC Motorcycle**

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

### **2. #17970 (Mel Winnie) Problems Within the Class**

Thank you for your letter. Please see the response to letter #18220.

### **3. #17982 (Chuck McAbee) 600CC Bike Motors Don't Belong in F500**

Thank you for your letter. Please see the response to letter #18220.

### **4. #17998 (Ted Simmons) F500 Motorcycle Engines**

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

### **5. #18000 (Jim Murphy) Future of F500**

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

### **6. #18015 (John Walbran) 30mm Restrictors**

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

### **7. #18016 (John Walbran) Prohibit Use of Dry Sumps**

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

### **8. #18017 (John Walbran) Prohibit External Water Pumps and Vacuum Pumps**

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

### **9. #18033 (Cory McLeod) Support for 18015 - 30mm Restrictors in F500**

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

### **10. #18041 (Herb Noble) Support Letter #18015**

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

### **11. #18042 (Herb Noble) Support Letter #18016**

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

### **12. #18043 (Herb Noble) Support Letter #18017**

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

13. #18094 (Brian Heun) Support for Change to F5 Class

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

14. #18226 (Jim Murphy) F600 Entries and Adjustments

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

15. #18385 (Aaron Ellis) Formula 500 Changes/Committee

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

16. #18795 (Michael Devins) F5 - Drysumps and Water Pumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

17. #18858 (Jeff Blumenthal) Rule Change: No Dry Sump for F500/F600 4 Stroke

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

18. #18885 (Jim Murphy) Dry Sump and Electric Water Pump

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

19. #18940 (Wiley McMahan) Letter 17960 Response

Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

20. #18946 (Zachary Morvik) Support of Item #17960

Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

**FB**

1. #18781 (James Blackwell) Not for Restrictors

Thank you for your letter. Please see the response to letter #18713, February 2016 Fastrack.

**FC**

1. #17712 (Mike Eakin) FC Map Debacle

Thank you for your letter. The approved map for the PE3 ECU in FC is now available on the SCCA web site.

**FV**

1. #18831 (David Bowman) FV Tire Survey

Thank you for your letter. The FV spec tire survey was closed on 1/4/16. Please see the response to letter #18899.

**HP**

1. #18922 (Larry Svaton) Support of Submitted Letter#18904

Thank you for your letter. Please see the response to letter #18904.

**Production**

1. #18823 (Mike W. Ogren) Air Simplify

Thank you for your letter. Please see the response to letter #18818.

2. #18839 (Mike W. Ogren) Bumper Bracket Hole Change to All Holes

Thank you for your letter. Please see the response to letter #18818.

**SM**

1. #17843 (Jim Drago) Compliance Program

Thank you for your letter. Please see the response to letter #18140.

2. #18143 (Kyle Webb) SM Compliance Fee

Thank you for your letter. Please see the response to letter #18140.

3. #18290 (Daniel Tiley) Does Our CCC Have TOO Much Power? \*\*\* Tech Issue at the ARRC \*\*\*  
Thank you for your feedback. Please see Jim Wheeler's March 2016 SportsCar article.

4. #18303 (Michael Collins) Authority of the CCC  
Thank you for your feedback. Please see the response to letter #18290.

5. #18305 (Thomas Berndt) Compliance Fee  
Thank you for your letter. Please see the response to letter #18140.

6. #18346 (Jeff Luckritz) Compliance Fee Implementation  
Thank you for your letter. Please see the response to letter #18140.

7. #18394 (Jerry Rigoli) Spec Miata Compliance Fee  
Thank you for your letter. Please see the response to letter #18140.

8. #18424 (David Wheeler) Update 1.6 Cars to 1.8 Engine  
Thank you for your letter. Please see the response to letter #17680.

9. #18426 (John Adamczyk) #17680 1.6 to 1.8 Clone  
Thank you for your letter. Please see the response to letter #17680.

10. #18568 (John Harms) Establishment of a Spec Miata Compliance Fee:  
Thank you for your letter. Please see the response to letter #17843.

### **T3**

1. #18400 (Tom Wickersham) Spec Mustang in T-3  
Thank you for your request. Please see the response to letter #18312.

2. #18480 (David Mead) Allow Spec Mustang In T3  
Thank you for your request. Please see the response to letter #18312.

3. #18487 (Darrell Anderson) SMG Move to T3  
Thank you for your request. Please see the response to letter #18312.

4. #18488 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

5. #18489 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

6. #18490 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

7. #18491 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

8. #18492 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

9. #18493 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

10. #18494 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

11. #18495 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

12. #18496 (Darrell Anderson) Move SMG to T3  
Thank you for your request. Please see the response to letter #18312.

13. #18497 (Darrell Anderson) Move SMG to T3

Thank you for your request. Please see the response to letter #18312.

14. #18501 (Robert Schader) Add SMG TO T3

Thank you for your request. Please see the response to letter #18312.

15. #18735 (Eric Heinrich) Spec E46 Tire Size - Allow 245 Tires

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

16. #18736 (Ali Salih) Spec E46 Cars in T3 Be Allowed to Run Any DOT 245 Tire

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. Please bring the cars out to collect data.

17. #18744 (Mason Meredith) Allow Up To 255 Tire For Spec E46 Cars In T3

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

18. #18753 (James Clay) Spec E46 Tire Size

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. For example, Hoosier specs a 8-9.5" wheel for the 225/40-17 tire. Please bring them out to race so that data can be collected.

19. #18773 (John Wymore) Spec E46 in T3 - Allow 255 Tire Size

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

### **What Do You Think**

#### **AS**

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars  
The Club Racing Board and American Sedan Advisory Committee are seeking feedback on the below questions. Please send your comments via the CRB letter system at [crbscca.com](http://crbscca.com).

1. Are you going to run any of the following Restricted Preparation Mustangs in the American Sedan Class?

94-95 Cobra and GT, 5.0L;  
95 Cobra R. 5.8L ;  
96-98 Cobra and GT, 4.6L;  
99-02 Cobra, 4.6L;  
99-04 GT, 4.6L;  
03-04 Mach 1, 4.6L,  
05-10 Coupe GT, 4.6L

2. If no one runs or plans to run these cars, would you be for or against removing them from the American Sedan class?

2. #18971 (Club Racing Board) SMG in AS

The CRB is considering a request from the SMG community to move the Spec Mustang from T2 to another class for 2017. Several suggestions have been made, including adding them to American Sedan under their SMG rules, as found in Appendix M of the GCR. The CRB is requesting feedback from AS competitors about this potential move. Please send your feedback through the CRB letter system at [crbscca.com](http://crbscca.com).

#### **STU**

1. #18901 (David Ray) SMG in STU

A request has been made to classify the SMG spec Mustang in STU. Since they have many similarities to the ST class, the CRB is considering adding them to STU for 2017, where they would be competitive on lap times. When the ST classes were formed, there were three classes, defined primarily by displacement. Since the STO class, (over 3.2 L/4.0L) has been dropped, some of those cars went to GT2. The current 4 liter restriction eliminates a large Spec class from the ST classes.

The CRB proposes changing the maximum engine size in STU to 4.6 liters:

Change second paragraph in 9.1.4.A.:

Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from "Pony Cars" or "American Iron" with stock camshaft lift at a heavier weight will be considered. No engines over ~~4.0~~ **4.6** liters shall be allowed under any circumstances. **Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.**

Please send your feedback on this proposed change through [crbscca.com](http://crbscca.com).

## **RESUMES**

1. #17977 (David Wheeler) Resume for Touring Advisory Committee

Thank you for submitting your resume. It will be kept on file for future consideration.

2. #18449 (Steve Strickland) Willing to Serve on the Touring or Improved Touring Committees

Thank you for your resume. It will be kept on file for future consideration.