

## 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 March 20.

### CLUB RACING BOARD MINUTES | March 1, 2016

The Club Racing Board met by teleconference on March 1, 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; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

#### **Member Advisory**

##### **FA**

1. #18903 (Kristopher Kaiser) Swift 016 Aftermarket Tub - Not Crash Tested/Approved

Thank you for your letter. All carbon tubs must be FIA certified. If the design/molds/materials/layout schedule have changed from the configuration that was tested/certified, the new design must be recertified, and the findings must be presented to the SCCA Technical Department.

#### **No Action Required**

##### **AS**

1. #18882 (Dennis Tanker) 2005 Mustang Engine Replacement

Thank you for requesting a clarification. AS cars cannot make modifications across specification lines. In order for your AS Restricted Preparation car to be compliant, you must run the engine or engines listed in the specification line for the year of your chassis. This helps keep costs down in Restricted Preparation. AS also has a rule that Restricted Preparation AS cars must provide the VIN number (upon request by any SCCA official) of the chassis, in order to determine the year of the chassis.

##### **ITA**

1. #18834 (Mark Andy) Neon Weight Feedback

Thank you for your feedback.

##### **ITR**

1. #19061 (James Ray) Include 96-04 Restricted Prep Mustangs

Thank you for your letter. The 94-95 and 96-98 Mustang GT (V8) are already classified in ITR. The 99 and later cars exceed the performance level of the class.

##### **EP**

1. #19012 (Richard Barlow) Minimum Roll Cage Tubing Size

Thank you for your letter. The roll cage tubing diameter is determined by the base minimum weight of the car when its log book was issued.

##### **SM**

1. #18804 (Kevin Beaver) 1.6 Miata Parity

Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

2. #18805 (Christopher Grigalunas) SMSE and 1.6 Parity

Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

##### **STU**

1. #18932 (Anthony Cuthbert) Plug and Play Piggyback

Thank you for your letter. There are no restrictions to using "piggyback" ECM systems in Super Touring:

GCR 9.1.4.G.10, "A programmable ECU is permitted."

GCR 9.1.4.K, "The electrical system is free..."

##### **T1**

1. #18889 (David Sanders) Help Corvettes and Fix T1

Thank you for your letter. Recent changes have been made to T1 and the CRB will monitor the class and review results and data.

2. #18939 (Dennis Tanker) Car Classification

Thank you for your letter. The car can be competitive in T1. Please check the rules.

3. #18955 (Chris Edens) Wing Clarification

Thank you for your letter. The rule is adequate as written.

**T2-T4**

1. #18613 (David Mead) Letter 18175 - Worst Rules Change Ever

Thank you for your letter.

**T4**

1. #18846 (Don Knowles) Remove Restrictor From T4 Mustang

Thank you for your letter. The CRB will continue to monitor changes in T4 and collect data. The results thus far in 2016 have shown this car to be competitive.

**Not Recommended**

**AS**

1. #18908 (Aaron Bailey) Allow 4 Piston Calipers to 98-02 LP Firebird/Camaro

Thank you for your request. Your request for 4 piston calipers is already an option when using 17"X8" wheels.

2. #18909 (Aaron Bailey) Allow T2 Spec Firebird/Camaro as LP

Thank you for your request. The CRB has no plans to classify the T2 version of any GM or Ford car in American Sedan.

3. #18911 (Aaron Bailey) Allow SLP Intake Lid, Headers, and GM Cam for 98-02 LP Firebird/Camaro

Thank you for your request. Please see the response to letter #18910, Technical Bulletin for the request for the SLP Intake Lid.

Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing any GM Hot Cam Kit as an option for the 1998-2002 Restricted Preparation Camaro/Firebird. Also, the CRB has no plans to allow headers for the 98-02 Restricted Preparation Camaro/Firebird.

4. #18923 (Dennis Tanker) 2005 Mustang Engine Change

Thank you for your request. The CRB will not approve the exemption you request. For Restricted Preparation, you must run the engine listed in the specification line for the 2005-2010 RP Mustang. Your options are to run the engine listed in your 2005-2010 RP Mustang specification line, to develop a Full Preparation American Sedan car using your 2005 chassis, or to obtain a 2011-2014 chassis in order to run the 5.0L engine listed in the 2011-2014 RP Mustang specification line.

5. #18971 (Club Racing Board ) SMG in AS

The CRB thanks the following members for their feedback:

18983, Edward Hosni; 19004, Ted Warning; 19021, Scott Olsen; 19027, Dylan Olsen; 19029, Tom Himes; 19032, Daniel Richardson; 19035, Kevin Smith; 19036, Aaron Bailey; 19042, Mark Muddiman; 19048, Dean Bailey; 19052, Scott Sanda; 19058, Andy Wilkin; 19060, Tom Brown; 19062, Nathan Hamlisch; 19066, Thomas Lane; 19073, Allison Palitz; 19084, Jack Martin; 19102, Mark Wheaton; 19105, Tim White; 19134, Matt Regan, 19176, Greg Socha.

The CRB does not recommend adding SMG to American Sedan.

6. #19025 (American Sedan Committee) Not Recommended Part of Letter #18910

Thank you for your requests. Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing the LS6 engine as an option for the 1998-2002 Restricted Preparation Camaro/Firebird.

**F5**

1. #17684 (F Russell Strate, Jr.) Approve Wiseco Oversize Piston

Thank you for your request. The requested part does not exist.

2. #18969 (Jim Murphy) Time to Adjust the Rotax 593  
Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor the performance of the different power plants in F5.

#### **FB**

1. #18454 (Jerry Hodges) Aftermarket Valves and Springs for FB  
Thank you for your letter. Allowing alternate internal components is not in keeping with the class philosophy.

#### **P2**

1. #18618 (Jerry Bergman) Restriction Revisions  
Thank you for your letter. The CRB does not recommend this change to the P2 spec table.

#### **GCR**

1. #18452 (Jerry Hodges) Limit Majors to 3 Days (Including Test Day)  
Thank you for your request. SCCA should not dictate to the host region the length of events because it may have adverse financial impacts on their racing programs.

2. #18997 (Tim Myers) Not Meeting Weight on Side of Car = Disqualification or Penalties  
Thank you for your letter. The rules are adequate as written.

#### **GT2**

1. #18844 (Ron Tambourine) Mazda RX-7 GT-2 20B Engine  
Thank you for your request. The CRB feels this car is classified correctly at its present weight and SIR.

#### **IT**

1. #18031 (Christopher Childs) Head Gasket Thickness  
Thank you for your request. This is not within class philosophy and enables too many options for manipulating quench, cam timing, etc.

2. #18643 (Jesse Prather) Crank Trigger/Distributor Clarification  
Thank you for your letter. This change is not recommended. The current allowance is adequate as written.

#### **ITR**

1. #17984 (Jude Rudder) Reclassification/Dual Classification  
Thank you for your letter. The 99-04 Mustang V6 exceeds the performance potential of ITS and is correctly classified in ITR.

2. #18049 (Robert Elgin) Porsche 928S and 928 Please Add Years  
Thank you for your letter. The 1984 and later 928s exceed the performance potential of ITR.

#### **FP**

1. #18824 (Bill Blust) Move Fiat 2 Liter to EP  
Thank you for your letter.

2. #18825 (Bill Blust) Move Fiat 2 Liter to EP  
Thank you for your letter.

3. #19092 (Spencer Shepard) Fiat Venturi Restriction  
Thank you for your letter. The performance of this car (which was campaigned with the alternate carburetor/weight option) at Daytona left no room for doubt that its straight line acceleration and top speed substantially exceeded accepted FP parameters. The adjustment made will not affect the handling of the car only the power output of the engine. Unfortunately after the last positive adjustment to this car it was not run to its potential until the Runoffs and this made it evident an error had been made in the prior adjustment. Competitors running this combination in the future are encouraged to provide race results to the CRB to allow the performance of this car, as adjusted, to be monitored.

#### **HP**

1. #18752 (Hayes Lewis) Classification of the Porsche 924  
This was an exceptionally well presented letter. However, placing a 2 liter car in HP is not in the best interests of that class. The performance potential of this car prepared to the limits allowed in Production

(and not with the suggested limitations for the fuel injection system and wheel width), exceeds the present HP envelope. The writer is encouraged to consider adjustments to the car in FP and to request the same.

#### **SM**

1. #18342 (Ralph Provitz) Allow Turn Signal Removal in the 94-97 1.8  
Thank you for your letter. The CRB does not recommend this change.

#### **STU**

1. #18901 (David Ray) SMG in STU  
The CRB thanks the following members for their feedback:

18980, Cameron Conover; 18981, Adam Jamaal; 18987, Cheyne Daggett; 18988, David Mead; 18995, Greg Amy; 18999, Eric Heinrich; 19002, Anthony Simmers; 19006, Christopher Childs; 19007, Oscar Jackson; 19016 & 19017, John Schmitt; 19018, Glenn Lawton; 19019, Greg Anthony; 19020, Ray Huffmaster; 19026, Matt Wolfe; 19028, Michele Abbate; 19033, Nick Jacob; 19037, Christopher Rallo; 19039, Mark Liller; 19047, Robert Crawford; 19051, Darin Treacle; 19059, Ian Girvan; 19064, Charles Tobel; 19075, Anthony Cuthbert; 19081, Eric Thompson; 19131, Earl Richards; 19136, Jim Drago; 19153, Scott Peterson.

The CRB does not recommend adding SMG to STU.

#### **T1**

1. #18564 (David Mead) Allow Aftermarket Aluminum Cylinder Heads For T1  
Thank you for your letter. The CRB does not recommend this change and considers this rules creep.

2. #18950 (David Mead) Allow OEM ABS Components to Be Swapped Amongst Same Manufacturers  
Thank you for your request. This is against class philosophy.

#### **T2**

1. #19030 (Steve Schardt) C5 Corvette 18 x 10.5 Front Wheel  
Thank you for your letter. Competitors had requested the 18x10.5 OEM wheels for this car/spec line as OEM 18x10.5 were plentiful and inexpensive. Any aftermarket wheel is permitted at 18x10.

2. #19090 (Donald Sweitzer) GCR Revision Request: BMW Wheel Size  
Thank you for your letter. The CRB does not recommend this change at this time. Please see the response to letter #19108.

3. #19108 (James Rogerson) E46 and Z4 Wheel Size to Match Others in Class  
Thank you for your letter. The CRB will monitor performance for 2016. This change is not recommended at this time.

4. #19113 (Michele Basso) Ferrari 360 Modena & Challenge (00-05) in Touring T2 Class  
Thank you for your letter. The CRB appreciates the time put into the letter. Both cars are outside the potential for T2. If you would like to request changes for T1 for the Ferrari, please re-submit a letter with the request.

5. #19114 (Paul Fairchild) Porsche 996 Cup Cars  
Thank you for your request. The car is outside the potential for the class. Please submit a letter for T1 change considerations.

#### **T2-T4**

1. #18308 (Derek Kulach) Class Participation  
Thank you for your letter. The CRB finds your proposal interesting and appreciates your interest. Someone from the CRB will contact you.

#### **T4**

1. #18913 (Stan Czacki) Category/Class Allowances  
Thank you for your letter. The CRB does not recommend your requested items for T4.

2. #18915 (Stan Czacki) RSX Type S Adjustments  
Thank you for your requests. The CRB does not recommend these changes. Data shows the car is competitive as classed.

3. #18951 (David Mead) RX8 Fuel Feed Issue Fix

The Touring Committee is looking at this update for multiple makes and models with fuel cut issues, particularly with saddle bag fuel tanks. This is a potential rule change for 2017.

Alternatively, fuel cells are permitted in all touring classes. The Touring Committee is also going to look at the installation location language for 2017 rule changes.

**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). If approved by the Board of Directors, the below items will become effective on the dates specified in each letter.

**FE**

1. #19159 (Erik Skirmants) New FE Tire Supplier

Thank you for your letter. The CRB recommends a change in the Formula Enterprise spec tire to the American Racer. If approved by the Board of Directors, the CRB recommends this become effective 4/29/2016.

Change 9.1.1.1.13:

**13. Tires**

Tires must run in sets of 4 as stated below:

**DRY**

Hoosier "FE" Labeled Compound

Front: PN: 43270FE, 21.5 X 8.0 - 13

Rear: PN: 43301FE, 22.0 X 10.0 - 13

*American Racer*

*Front: PN: JA3C3, 22.0 X 8.0 - 13*

*Rear: PN: JA3MA, 22.5 X 10.0 - 13*

**WET**

*Until 8/1/16*

Hoosier Road Racing Wet

Front: PN: 44195, 21.5 X 8.0 X 13.0

Formula Enterprises (FE) Specifications

Rear: PN: 44217, 22.0 X 10.0 X 13.0

*After 8/1/16*

*American Racer*

*Front: PN: TBD, 22.0 X 8.0 X 13.0*

*Rear: PN: TBD, 22.5 X 10.0 X 13.0*

**FS**

1. #18790 (Scott Woodruff) Remove Side Panel Fastener Spacing Limitation

Thank you for your letter. The CRB recommends removing the 6" center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

**IT**

1. #18791 (David Boles) Short Shift Kits

Thank you for your request. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

#### **SM**

1. #18779 (Tom Berndt) Exhaust Manifold Repair for 1.8 NA

Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

*1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.*

#### **Taken Care Of**

##### **F5**

1. #18190 (Michael West) Rules Review Requested by the Court of Appeals

Thank you for your letter. Please see the response to letter #17999, Technical Bulletin.

##### **FA**

1. #18925 (Kris Kaiser) After Market Swift 016 Tubs

Thank you for your letter. Please see the response to letter #18903.

2. #18926 (Austin Mack) Swift 016 Aftermarket Tub - Not Crash Tested/Approved

Thank you for your letter. Please see the response to letter #18903.

3. #18927 (Gaston Kearby) 016 Tubs for Swift

Thank you for your letter. Please see the response to letter #18903.

4. #18935 (Conner Kearby) Algie Made 016 Tubs

Thank you for your letter. Please see the response to letter #18903.

5. #18936 (Michael Jacques) 016 Swift Tubs

Thank you for your letter. Please see the response to letter #18903.

6. #18937 (Ryan Norman) Tubs for 016

Thank you for your letter. Please see the response to letter #18903.

##### **GCR**

1. #18408 (Greg Amy) WDYT Letter #18099 Spec Tire Contingencies

Thank you for your response to the WDYT.

2. #18591 (Greg Rice) Contingency Tire Programs #18099

Thank you for your response to the WDYT.

##### **ITA**

1. #18851 (Greg Anthony) Neon DOHC/SOHC Weight Clarification for #18093

Thank you for your letter. Please see the response to letter #19080, Technical Bulletin.

##### **FP**

1. #19093 (Spencer Shepard) Fiat Venturi Restriction

Thank you for your letter. Please see the response to letter #19092.

##### **SM**

1. #18403 (Jim Drago) Hoosier H20 Tire

Thank you for your letter. The CRB and SCCA Staff are open to discussions with Hoosier about options for rain tires for SM and such a discussion is in the works.

2. #18734 (John Adamczyk) Allow Turn Signal Removal in the 94-97 1.8

Thank you for your letter. Please see the response to letter #18342.

3. #18737 (Nick Malatesta) 94 - 97 SM Parity  
Thank you for your letter. Please see the response to letter #18342.
4. #18738 (Andrew Diller) Drivers Side Turn Signal Removal 94-97  
Thank you for your letter. Please see the response to letter #18342.
5. #18742 (David Brown) Spec Miata 1994-97 Help  
Thank you for your letter. Please see the response to letter #18342.
6. #19034 (Michael Collins) 1994-1997 Parity  
Thank you for your letter. Please see the response to letter #18342.
7. #19038 (Mark Drennan) Changes for '94-97  
Thank you for your letter. The CRB will continue to monitor parity for all model years.
8. #19040 (Tom Berndt) 94-97 Miata Parity  
Thank you for your letter. The CRB will continue to monitor parity for all model years.
9. #19043 (Todd Buras) 94-97 Miata Parity  
Thank you for your letter. The CRB will continue to monitor parity for all model years.
10. #19133 (Zachary Bertness) Regarding Parity of 94-97 Miata  
Thank you for your letter. The CRB will continue to monitor parity for all model years.

#### **T1**

1. #18224 (Scotty White) Viper Roadster  
Thank you for your letter. Please see the response to letter #19054.
2. #18612 (David Mead) Separate  
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.
3. #18757 (David Mead) Ford 5.0 Coyote and Boss 302 Should Be On a Separate Spec Line  
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.
4. #18979 (Cheyne Daggett) Correct the Throttle Body for the OEM Boss/Coyote  
Thank you for your letter. This has been corrected. Please refer to Technical Bulletin letters #18876, #18877, #18878, #18879.

#### **T2**

1. #18611 (Greg Vandersluis) Classify the 2015 - Present Ford Mustang GT  
Thank you for your request. The car has been classed in T2. Please see the response to letter #19079.
2. #19044 (Cheyne Daggett) Classify 2015 - Mustang GT in T2  
Thank you for your letter. This car has been classified in T2. Please see the response to letter #19079, Technical Bulletin.

#### **T3**

1. #19146 (Dale Shoemaker) Mazda Global Cup Miata Rim Size Error  
Thank you for your letter. Please see the response to letter #19135, Technical Bulletin.

#### **T4**

1. #16863 (Michael Collins) 2006-2014 Miata Suspension Clarification  
Thank you for your letter. Please see the response to letter #18555.
2. #18952 (David Mead) Remove Mustang Restrictor  
Thank you for your letter. Please see the response to letter #18846.
3. #19014 (Raymond Blethen) 2009 Mazda RX8 Sway Bar  
Thank you for your letter. Please see the response to letter #19107, Technical Bulletin.

4. #19085 (Gary Radocchio) Add Spec Boxster to T4

Thank you for your letter. Please see the response to letter #18626, Technical Bulletin.

5. #19087 (Dr. Frank Celenza) Spec Boxsters in T4

Thank you for your letter. The CRB hopes that Spec Boxster drivers will come out and race. Please see the response to letter #18626, Technical Bulletin.

**What Do You Think**

None.

**RESUMES**

1. #18998 (Kyle Disque) Resume for Kyle Disque

Thank you for your resume. Kyle Disque has been added to the GT Advisory Committee.