

## 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 September 20.

### CLUB RACING BOARD MINUTES | September 6, 2016

The Club Racing Board met by teleconference on September 6, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, Kevin Fandozzi, Peter Keane, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

#### **Member Advisory**

None.

#### **No Action Required**

##### **GCR**

###### 1. #19862 (John Snow) Window Openings

Thank you for your letter. As long as the vehicle has not been modified contrary to the GCR, factory pop-out glass may be run in any position.

##### **EP**

###### 1. #20054 (Sterling Cole) Anti-Roll Bar Clarification

Under 9.1.5.E.5.b.4. if, in the stock configuration, the anti-roll bar serves to locate the suspension, the attachment and pivot points must remain in the stock location. However on any anti-roll bars, the links that attach the bar to the control arms are unrestricted.

##### **HP**

###### 1. #19188 (Steven Parsons) 84 Nissan Pulsar NX Production Classification Request

Thank you for your letter. The CRB will consider classifying this car in HP when the author submits a VTS sheet for the car.

##### **T3**

###### 1. #20100 (David Cook) GCR Update: MX-5 Transmission Gear Allowance

Thank you for your letter. Transmissions compliant to current Global MX-5 Cup rules are compliant for Club Racing.

#### **Not Recommended**

##### **AS**

###### 1. #20030 (John J. Gingery) 1984 Chevy Corvette

Thank you for your inquiry. The premise of American Sedan has always been the classic "pony cars" (Camaros, Firebirds, Mustangs) and a Corvette is considered a "sports car". Currently, the CRB/ASAC is developing an Ad Hoc team to look at the future of American Sedan with the potential of bringing in different cars. Your request will be provided to that team.

##### **GT3**

###### 1. #20083 (Michael Heintzman) IRS on OEM Body-Engine-Chassis Combinations

Thank you for your letter. GT does not differentiate between tub and tube frame chassis configurations.

##### **IT**

###### 1. #19999 (Raymond Blethen) Transmission and Rear Differential Coolers

Thank you for your letter. This allowance is not recommended at this time. The CRB will continue to monitor the class.

##### **EP**

###### 1. #19864 (Jeff Young) TR8 Spec Line Clean up and Rear Spoiler

Thank you for your letter. The spoilers requested did not come on the base model of this car. Therefore, the spoilers are not allowed.

Please see the response to letter #20221, Technical Bulletin for the TB portion of your request.

2. #19971 (Ben Phillips) Porsche Wheel Sizes

The requested wheel size was not available on the base model of this car and is not the default wheel size used for newer cars classed in Production. Therefore, this wheel size is not allowed.

**FP**

1. #20130 (David Boles) MKIII Volkswagen Intake Manifold

Thank you for your letter. The substitution of an intake manifold, when the substitution is not necessary to allow the car to run an allowed throttle body or carburetor, is contrary to class philosophy. Based on competition results, changes may be considered for this car with respect to weight, etc. Please submit another letter requesting a change.

**HP**

1. #19973 (Mike Ogren) VW Scirocco Transmission Oversight

Thank you for your letter. The CRB could not locate and is unaware of any factory-based source that confirms the availability of this gear package in this model car. It is a competitor's responsibility to confirm, with factory sources, the correctness of the specifications to which the car is prepared.

**Prod**

1. #19984 (Aaron Johnson) Allow Sequential Gearboxes

Thank you for your letter. At present, no car is classed in Production where the base model came with a sequential or dual clutch transmission. The expense of such a transmission and the availability of alternate transmissions does not warrant allowance of sequential transmissions in Production and/or the creation of another weight penalty level for such transmissions.

**STL**

1. #20062 (Adam Jabaay) Intake Manifolds on Honda D Series SOHC Engines

Thank you for your letter. The CRB is not prepared to allow alternate intake manifolds at this time.

**T1**

1. #20011 (David Janse) Allow Manley #14318 Connecting Rods on 5000 Coyote Boss 302 OEM

Thank you for your letter. The rules are adequate as written. OEM is defined in the opening paragraph of the Touring 1 rules.

2. #20080 (Frank Brown) Aftermarket ABS in T1

Thank you for your letter. The rules are adequate as written. This change is not consistent with Touring philosophy.

**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).

**IT**

1. #19493 (Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing the location of this wording within the GCR FROM 9.1.3.D.1.o TO 9.1.3.D.5.e.1.**

In the ITCS, add the following section after 9.1.3.D.1.n

Create 9.1.3.D.5.e.1: ~~9.1.3.D.1.o~~ 1. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and Electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted otherwise by these rules.

2. #19726 (Improved Touring Committee) Category Wheel and Tire Size Review

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing this letter. It will be re-submitted to the Board of Directors for approval in their December 2016 meeting, with the recommendation for implementation 1/1/2017.**

**NOTE: This changes only the portion of the August recommendation for the ITS 8 inch wheel (from 245 to **225**) and the ITB 7 inch wheel (from 225 to **205**)**

re-word section 9.1.3.D.7.a as follows:

7. Wheels/Tires

a. Any wheel/tire may be used within the following limitations.

1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~  
Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
2. Tires must conform to 9.3.45.
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: ~~ITR - 8.5 inches, classes ITS and ITA - seven (7) inches; classes ITB and ITC - six (6) inches.~~ **wheel rim and tire section width combinations are as follows:**

<b>Class</b>	<b>Max Rim Width</b>	<b>Max Section Width</b>
<b>ITR</b>	<b>9 inches</b>	<b>275</b>
<b>ITS</b>	<b>8 inches</b>	<b>245 225</b>
	<b>7 inches</b>	<b>275</b>
<b>ITA</b>	<b>7 inches</b>	<b>225</b>
<b>ITB</b>	<b>7 inches</b>	<b>225 205</b>
	<b>6 inches</b>	<b>225</b>
<b>ITC</b>	<b>6 inches</b>	<b>225</b>

7. **Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicles spec line. Tire section width limit for stock wheels larger than specified above is the smallest size listed for the class. Note that this allowance does NOT permit the use of tires of a greater section width or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.**

**Remove column "Wheel Dia. max (inch)" from all spec lines**

3. #20000 (Ronald Earp) Power Steering Allowances

Thank you for your letter. Please see updated version of 19493, effective 1/1/2017 for additional information.

Add 9.1.3.D.5.e.2: **2. Power steering coolers or cooling systems may be added or replaced. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment. Hydraulic hoses are unrestricted.**

**SM****1. #19992 (David Wheeler) Specify Battery Weight and Size**

Thank you for your letter. Change 9.1.7.C.1.o.5 as follows: 5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, ~~and weight~~, and are fitted in the standard location. *Batteries shall weigh 18.0-28.0 lbs.* Additional battery hold-down devices may be used and are strongly recommended.

**2. #20047 (Spec Miata Committee) Piston Max Diameter**

Change Table 4.:

Table 4: Piston Weight <i>&amp; Max Diameter</i>			
Model Year	Part Number <i>Maximum Diameter</i>	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
90-93 (STD.)	B6Z2-11-SA0C <i>77.974 mm 3.0698 in</i>	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C <i>78.217 mm 3.0794 in</i>	TBD	TBD
94-97 (STD.)	BPY11-11-SA0A <i>82.975 mm 3.2667 in</i>	291.5	80.0
94-97 (.010" over)	BPY1-11-SB0A <i>83.225 mm 3.2765 in</i>	TBD	TBD
99-00 (STD.)	BPZ0-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD
01-05 (STD.)	BPZ3-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD

**3. #20048 (Spec Miata Committee) Track Width Changes**

Replace 9.1.7.C.5.d:

FROM:

~~d. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.~~

TO:

d. *Front axle offset per side cannot exceed 18mm (examples: 25mm offset wheel with 7mm spacer; 30mm offset wheel with 12mm spacer). Rear axle offset per side cannot exceed 23mm (examples: 23mm offset wheel with no spacer; 30mm offset wheel with 7mm spacer).*

#### **STL**

1. #20108 (Tom Lamb) STL 2% Weight Reductions for Non-ABS Cars  
Thank you for your letter. Insert 9.1.4.N.10, move current .10 to .11

*10. Vehicles not equipped with ABS brakes may reduce their weight by 2%.*

#### **T2**

1. #20073 (Club Racing Board) Add Replacement Damper to T2 Camaro (98-02)  
For the Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add to Notes: *ATI Super Damper part #918844 permitted.*

#### **Taken Care Of**

##### **GCR**

1. #20087 (John Nesbitt) Support for Letter #19909  
Thank you for your comment. Please see the response to letter #19909, September 2016 Fastrack Minutes.

##### **IT**

1. #20039 (Improved Touring Committee) Amending 19493 Rule Change Location in the GCR  
Please see the updated response to letter #19493.

2. #20188 (Improved Touring Committee) Wheel Rules Review Recommended Changes  
Please see the updated response to letter #19726.

##### **FP**

1. #20008 (Ted Russell) Letter #19506 Fiat Track Width Correction  
Thank you for your letter. Please see the response to letter #19506, Technical Bulletin.

##### **Prod**

1. #20064 (SCCA Staff) Clarify Sway Bars Used as Suspension Locating Devices  
Thank you for your letter. Please see the response to letter #20054.

2. #20089 (Jesse Prather) Update on Necked Down Valves  
Thank you for your letter. Please see the response to letter #20088.

#### **What Do You Think**

##### **Prod**

1. #20088 (Jesse Prather) Valve Stem Rule

Some years ago, the level 2 rules were revised to prohibit the use of valves with necked down stems. Recently, the level 2 valve rule was revised to reflect the fact that, even with stock diameter stem valves, the manufacturing process frequently results in a small reduction in the stem diameter where the stem transitions into the valve head. At present, necked down stem valves are, for some cars, more readily available than non-necked down stem valves. However this is not the case for all cars classed in Production.

The CRB seeks your feedback on the question of whether the level 2 rules should allow valves with necked down stems, the rationale for such a change and the impact on costs and competition. Please submit your feedback through the CRB letter system at crbscca.com.

#### **RESUMES**

None.