

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 April 20.

CLUB RACING BOARD MINUTES | April 6, 2021

The Club Racing Board met by teleconference on April 6, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

None.

No Action Required

F5

1. #30433 (John Spitler) Support for Letter #30427

Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

2. #30434 (John Spitler II) Support for Letter #30427

Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

3. #30442 (Carl Maier) F500 Exhaust Header Support

Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

FF

1. #30088 (Michael Bernstein) Honda Piston Rings

Thank you for your letter. Please consider purchasing parts from an engine builder. If ordering parts from the manufacturer, please consider assigning a VIN to the order to get priority.

2. #30501 (Denny Renfrow) FC/FF Content Clarification

Thank you for your letter. Please see GCR sections 9.1.1.B.2 through 9.1.1.B.7 for the corresponding construction specifications applicable to cars registered on or after January 1, 1986.

P1

1. #30484 (Johnnie Crean) P1 Stohr rules

Thank you for your letter. Equalizing lap times is contrary to the P1 class philosophy. P1 cars are not built to a formula, and the variety of chassis and engine combinations does not lend itself to the balance of performance adjustments seen in some professional prototype series. P1 cars are therefore subject to balance of power adjustments. The Club Racing Board uses an SCCA-developed Power Factor formula ($PF = \text{Weight} / (\text{Peak HP} + \text{Peak Torque} / 2)$) to set weight and power parameters and periodically collects on-track data to confirm that cars have similar acceleration rates from roughly 60 to 100 mph, before aerodynamic forces become significant. Competitors may choose the chassis, engine, and tires they wish to race, and the rules allow for the improvement of aerodynamics, suspension design, brakes, and other systems to make the platform more competitive, so it should be not assumed that a manufactured car will be capable of running at the front without modification. Adding performance parts and components may make it more difficult to meet the applicable minimum weight. The burden is on the competitor to weigh the pros and cons and decide whether the benefits of adding such parts and components exceed the

penalty of additional weight. Smaller/lighter cars such as the Stohr do not need to develop the same level of downforce or have the same amount of tire on the road as larger/heavier cars such as the DP02 and converted FA cars to be able to compete with those cars.

GCR

1. #29909 (Drew Cattell) Revise Hot-Pull / Tow Truck on Track Procedure

Thank you for your letter. The current rules are adequate as written when properly applied. Emergency Service vehicles should be covered with a white flag when on course. When a tow is underway the tow should be covered by a waving yellow flag. If drivers are not slowing down when approaching the tow, then Race Control may use a safety car and full course yellow to control the field.

Prod General

1. #30289 (DANIEL SNOW) Fiat X1/9 Carburetor Adapter

Thank you for your letter. The current method of adapting an alternate carb to intake manifold is legal to the rules and the vehicles spec line.

STU

1. #30418 (William Goodro) Colorado Region

Thank you for your letter. Your request is compliant with procedures as outlined in GCR.

T1

1. #29192 (Randall Smart) Request to Classify 2008 Audi TT R4 AWD

Multiple attempts have been made to contact letter writer with no response.

2. #29750 (Tim Myers) Post Runoffs Feedback for T1

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

3. #29842 (Andrew Aquilante) Request to Remove Bodywork Allowances From the Spec Lines Notes.

Thank you for your letter. There have been significant changes to the basic framework of Touring 1. As you've pointed out online, there is concern about a lack of new T1 builds. The recent changes are intended to make it easier to make reliable and competitive T1 cars. We would like to take time for these changes to play out before we make further changes to the class.

4. #29843 (Andrew Aquilante) Re-class/Remove Cars/Spec Lines That Have Not Been Utilized

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

5. #29844 (Andrew Aquilante) Add Years/Generation to Spec Lines to Help Define the Cars Better

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

6. #29845 (Andrew Aquilante) Consolidate/Clean up Mustang Engine Options

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

7. #29846 (Andrew Aquilante) T1-LP - Clean up Corvette /Mustang Spec Lines

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

8. #29847 (Andrew Aquilante) T1 - LP Add Grand Sport/Z51 to Corvette C7 spec line

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

9. #29848 (Andrew Aquilante) T1 - LP: Add Performance Pack to 15-17 Mustang Spec Line

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

10. #29878 (Andrew Aquilante) Add Weight for Using Wing/Splitter With Widened Wheel Arches

Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

11. #30475 (Andrew Aquilante) Where Did Aero and Bodywork Allowances in T1-LP Come From?

Thank you for your letter. After reviewing data from the past few years, it was apparent the T1-LP cars were at a disadvantage going in to 2021. In the survey, we asked: A) if members would prefer to see T1-LP speed up to meet T1-FP, or B) If they'd like to see the 2020 level of T1-LP preparation be the baseline. The survey results indicated that ~70% of competitors would "be interested in less-restricted T1-LP cars and increased speeds." Later in the survey, a majority of members approved of the idea of limited aero allowances. To appease the members opposed to aero, they are allowed to remove weight.

Composite body panels are often less expensive than OE replacement parts. The use of them doesn't change the base weight. We considered specifying aero components, but then you limit the member's ability to build or source their own parts. Specifying GT350 or ZR1 aero only guarantees a high price.

T2-T4

1. #30546 (Coyote Black) Request to class Maserati Granturismo

Thank you for your letter. We would be excited to see this car on the track in T2. If it were classed in T2, it would likely be classed with the following rules- 3400 lbs, no FPR, 295 tires, 18 x 10 wheels, stock brake size. If you are interested in going ahead with the build, please provide the information needed to fill in the remaining portions of the spec line. Also, be sure to request specific allowances for the "notes" section.

T3

1. #30435 (Derek Chan) 13-21 Scion FR-S / Toyota 86 / Subaru BRZ T3

Thank you for your letter. The committee would like to see more data on that car in T3 prior to making an adjustment.

T4

1. #28770 (Jonathan Wickert) Request to classify 1.8 L Chevy Sonic in T4

Thank you for your letter. It is permissible for a B-spec car, conforming to its spec line, to run in T4.

2. #30226 (Angelica Sprehe) Request to combine spec lines

Thank you for your letter. Large amounts of data have been collected on the 86, BRZ, FRS platforms in T4. We have been careful to separate the first and second generations to account for the advantages of the newer car. As displayed on the 2020 Runoffs podium, the 2 spec lines are very close. Combining the spec lines would just create a situation where all of the 2013-2016 cars would need to go out and update to remain competitive. We also don't want T4 competitors to be choosing final drive ratios per track. The goal in T4 is to keep it simple.

As for the wheels- The data shows that the cars are very competitive on 7" wheels. Also, 7 inches is within the 225 tire's recommended rim width range.

Not Recommended

F5

1. #30427 (Eric McRee) Request stepped header design for 600cc motorcycle engines

Thank you for your letter. The Club Racing Board does not recommend this change. No evidence of a need for stepped headers has been provided, nor has comparative dyno data been submitted. Without such information, the Club Racing Board cannot justify removal of the prohibition of stepped headers, which would almost certainly be perceived as a benefit to cars with 600cc motorcycle engines.

FV

1. #30419 (Bill Dennis) Request splitter definition

Thank you for your letter. The Club Racing Board does not recommend this change. A splitter is commonly understood to be a horizontal, single-plane device, which does not meet the Technical Glossary definition of a wing. The Club Racing Board has seen no evidence of a need to define a splitter in Formula Vee.

P2

1. #30536 (Lucas Joslin) Aluminum Suspension Components in P2

Thank you for your letter. The Club Racing Board does not recommend this change. P2 is intended to be a relatively low cost sports racing class, and certain technologies are restricted to further this goal. While the cost of manufacturing aluminum alloy suspension parts may be somewhat lower now than at the class's inception, revising the rules to allow them would set the standard and create a perception that they are necessary to reach minimum weight and be competitive, which would ultimately raise the cost of participation for all competitors in the class. In addition, the Club Racing Board is not aware of any potential conversion cars that are being excluded from the P2 class by requiring suspension parts such as control arms to be made of steel or ferrous material.

STU

1. #30440 (Jeff Cripe) BMW 2.5 Intake Option

Thank you for your letter. Your request is not consistent with class philosophy.

T2

1. #29789 (John Paul Jose) Request to Classify Porsche 997.2 GTS for T2

Thank you for your letter. Aerodynamic devices were recently removed from this spec line to correct BOP. We don't recommend this change at this time. The 997.2 C2S bodywork is allowed. We suggest considering using those parts.

T2-T4

1. #29119 (Jake Gordhamer) Request to Classify 2001 Audi S4 V8

Thank you for your letter. Engine swaps between models is not generally accepted in T2-4.

T3

1. #29470 (Griffin Gamcsik-Uly) Request OBD1 S50/M50 Intake Manifold Conv. E36 M3

Thank you for your letter. This is not recommended for the touring classes.

T4

1. #30413 (Derrick Ambrose) Request NB MX5 SM Classification

Thank you for your letter. This isn't suggested at this time

Recommended Items

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.

GCR

1. #29894 (PETER VILLAUME) Lithium Battery Usage Sticker

In GCR, Section 9.3.34., add the following:

"D. Cars using a Lithium Battery must display the green and black Lithium Battery decal near the kill switch."

Taken Care Of

HP

1. #30006 (Mike Ogren) 29479 prior letter . HP Volvo

Thank you for your letter. Please see response to letter #29479 in current Fastrack.

T2

1. #29082 (William Moore) 2016- on Camaro T2 Automatic Transmission 2.77 rear gear

Thank you for your letter. Please see changes made in letter #29067 in current Fastrack.

2. #30330 (Joe Aquilante) Request to Allow Daily Dry Sump System in T2 C5 Corvette

Thank you for your letter. Please see our response in letter # 29046 in current Fastrack.

What Do You Think

T2-T4

1. #29428 (Touring Committee) Consider changes to sway bar rules for touring T2-T4

The Touring committee is considering making a change to the sway bar philosophy in T2, T3 and T4 for the 2022 racing season. Currently aftermarket sway bars are only allowed on a case-by-case basis on individual spec lines. We are considering allowing aftermarket sway bars on all touring cars in the category rules. Please write in to provide input, thank you.

RESUMES

None.