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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | May 3, 2022

The Club Racing Board met by teleconference on May 3, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin, Clay Turner 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

General

1. #32700 (Club Racing Board) ATL Discriminator Vent Value Recall
MA 22-02 ATL Discriminator Vent Valve Recall

NUMBER:	MA 22-02
DATE:	May 18, 2022
FROM:	Club Racing Board
TO:	All Participants
SUBJECT:	ATL Discriminator Vent Valve Recall

The Club Racing Board has been made aware that Aero Tec Laboratories (ATL) has issued a recall on the Discriminator Valve.



May 17, 2022

Product Recall- Aero Tec Laboratories Inc (ATL) Ramsey , NJ
Part Number RE 185 ATL "Discriminator" Vent Valve

Effective immediately, ATL is issuing a product recall for all Part Number RE 185 ATL "Discriminator" Vent Valves that were purchased between September 1, 2021, and May 2022.

As a result of a change in the plastic resin, some discriminator valve bodies have cracked / broken after exposure to fuel/ fuel vapor. It is suspected that elevated temperatures and vibration in this fuel-rich environment could also be a contributing factor to failure.

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Due to a risk of fire that could result from using a damaged vent valve, it is MANDATORY that all RE 185 ATL “Discriminator” Vent Valves purchased during the above outlined period, be immediately taken out of service and returned to ATL for a refund.

For those ATL distributors that have re-sold these RE185 Discriminator Valves, we ask that you in turn alert your customers to this recall and more importantly to alert them to the potential danger associated with using this one lot of RE 185 ATL “Discriminator” Vent Valves. We seek your assistance in insisting upon the return of these recalled parts.

ATL Point of Contact-
David Dack
Tel 201-825-1400
e-mail; ddack@atlinc.com
Please return these parts to :
Aero Tec Laboratories Inc (ATL)
45 Spear Road
Ramsey, NJ 07663
Attn. RE185



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No Action Required

GCR

1. #32588 (Andrew Aquilante) Reply to letter #32354 Mirrors

Thank you for your letter. Your comments have been noted.

GT2

1. #32443 (Tony Colicchio) Allow composite roofs for BMW E36/46 cars following GT2-ST rules

Thank you for your letter. Must be exact copies of OE. Please furnish manufacturer and part numbers for consideration.

GT3

1. #32504 (Tim Myers) More feedback for TCR Cars From Fastrack posting

Thank you for your letter. Thank you also for the data and related information that you have supplied us.

Prod General

1. #32573 (Phil Hollenbeck) Strut braces

Thank you for your letter. Rule 9.1.5.E.5.c.5 already states the following:

"Suspension pickup/pivot axis points can be reinforced but must remain in the stock location."

Adding a shock/strut/tie bar would be considered the reinforcing of stock suspension pickup points, and therefore legal within this rule.

SM

1. #32571 (Jim Drago) VVT /99 parity

Thank you for your letter. The SMAC will continue to monitor parity in the class going forward.

T1

1. #32302 (Tim Myers) So the LP FP350s can run as Shelby GT350 FP?

Thank you for your letter. Please see letter # 31680 in current Fastrack.

Not Recommended

P1

1. #32487 (Ralph Firman) P1 Class Weight Change Proposal

Thank you for your letter. The Club Racing Board does not recommend this change. The proposed RDRF car's actual weight with a Halo device is presently unknown and when completed could conceivably meet the current minimum weight under whichever spec line the car is intended to run without the requested 30 lb. increase. Also, a need for an across-the-board 30 lb. increase has not been demonstrated because no existing P1 car uses a Halo device and no P1 competitor has expressed a desire to retrofit an existing car with a Halo device, so the requested increase would penalize all other cars in the class with no factual basis for doing so. In addition, the fact that adding a Halo device would result in a higher center of gravity provides no basis for a Balance of Performance adjustment under the P1 class philosophy. BoP adjustments are not used in P1 to compensate for chassis design choices, including ones that might result in a higher center of gravity. Weight is added or subtracted (or restrictor size reduced or increased) based solely upon a car's longitudinal acceleration rate in a speed range of approximately 60 to 100 mph, which would not likely be affected by a higher center of gravity.

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2. #32622 (Jonothan Benefield) Request Engine modification

Thank you for your letter. The Club Racing Board does not recommend the use of two different methods of intake restriction for the same spec line. SIRs have been successfully implemented on other P1 cars with similar auto-based engines. Please see the response to letter #23792 in the March 2018 Fastrack Minutes.

GCR

1. #32454 (Bill Dennis) Head and neck restraint re-inspection and re-certification

Thank you for your letter. If your H&S has the correct ratings, you are compliant. The GCR does not require that re-certification. It is up to the driver to maintain that re-certificate for their own safety.

2. #32564 (Kevin Coulter) Modify black flag all rule to prohibit passing

Thank you for your letter. Rule is adequate as written as the purpose of the Black Flag All is to ensure all cars return to the pits immediately.

3. #32570 (Jose de Miguel) SCCA Drivers Suit Patches.

Thank you for your letter. The rules are adequate as written.

General

1. #32590 (Andrew Aquilante) Give GTX its own 115% Rule based on what car they are driving

Thank you for your letter.

GT2

1. #32442 (Alex McBain) Porsche 944 Spec Line - Proposed Weight Limit

Thank you for your letter. Not consistent with GT2 rules. This particular car has been recently classified with a set of rules along with 3 different turbo engine displacement options!

2. #32457 (Tony Colicchio) Request to allow ABS on all GT2 cars at +100#

Thank you for your letter. This request is not recommended. GT2 has a different set of rules from GT2/ST etc. Additionally, to clarify your statement, the Porsche cup cars are a "Spec" car within the GT2 class.

GT3

1. #32514 (Philip Di Pippo) Request to Classify Ginetta G56 GTA in GT3 w/VTs

Thank you for your letter. GT3 is 4 cylinder class with a maximum displacement of 2992cc with inlet restrictors on the largest of the engines! The newest trend is to slowly blend Turbo's into the class! The foreseeable plan is to have GT3 remain within these perimeters!

The recent group of TCR race car classifications into GT3 are all 4 cylinder with a turbo and restricted "Power Sticks" as well as a spec tire! Your request for classifying a 3.7L V6 far exceeds the established GT3 perimeters.

2. #32548 (Craig Bowers) Carburetor weight break

Thank you for your letter. To date, SCCA collected data has not shown a distinct advantage when using fuel injection over carburation.

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EP

1. #32193 (Ron Earp) Request Allowance for Stock Tank With Stock Crash Protection

Thank you for your letter. Rule is adequate as written.

2. #32242 (Brian Metcalf) Classify VW New Beetle 2.5L in EP.

Letter writer was asked to provide a VTS and additional information for this potential classification. After multiple attempts, this was never received, therefore this request is Not Recommended at this time due to lack of information. If the letter writer would like to request it again with the appropriate info, then it can be reconsidered at that time.

HP

1. #32517 (Tom Markos) Weight Reduction Request For the 88-91 Honda CRX

Thank you for your letter. This vehicle has proven to be nationally competitive at its current classification, including multiple Runoffs wins. Any adjustments to it are Not Recommended at this time.

2. #32580 (David Boles) Request MkIII VW weight reduction

Thank you for your letter. Adjustments to this vehicle are not recommended at this time. Collected on-vehicle, trap speed, and sector data all shows that the current classification has the potential to be competitive in the class. Since this is a fairly new classification in HP, the PAC would like to see it continue to be developed and campaigned so additional info can be gathered, and its development be monitored.

T2

1. #32311 (Abhi Ghatak) Ginetta G56 GTA - Classification

Thank you for your letter. The Ginetta doesn't meet the intent of the Touring classes - "Touring Category Classes are intended to provide the Membership with the opportunity to compete in commonly-available, recently-produced automobiles in as near the legal, street-driven form of those automobiles as is practically and safely possible under racing circumstances."

The car isn't "commonly available" or "street driven" in the US. It would be a better fit in a GT class.

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. #32040 (Club Racing Board) Forward Facing Camera

In GCR, Section 9.3.11.A. Cars and Equipment, change as follows:

Effective January 1, 2023 "All cars competing at **Regionals, Conference Majors**, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident. Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file so it can be viewed in an MS Windows compatible viewer."

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Taken Care Of

GCR

1. #32118 (Andrew Benagh) Forward Facing Cameras

Thank you for your letter. Please see response to letter # 32040 in current Fastrack.

2. #32603 (Alex Tollefsen) Advocating for Black Flag All Rule Amendment

Thank you for your letter. Please see letter # 32564 in current Fastrack.

T2-T4

1. #30888 (Harley Kaplan) Request allowance for aftermarket suspension components

Thank you for your letter. Please see letter # 32477 in current Fastrack.

What Do You Think

None.

RESUMES

EV General

1. #32542 (Peter Villaume) Resume for consideration

Peter Villaume (Thumper) has been added to the EVAC.