

# **Fastrack<sup>®</sup>** **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | June 7, 2022

The Club Racing Board met by teleconference on June 7, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin and Dayle Frame, BoD liaisons; 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**

### **T1**

#### **1. #32692 (Touring Committee) Info on the Touring 1 Rules Evolution**

The Touring Committee is working with racers and Touring 1 experts to evolve the Touring 1 rules. The new rules are intended to accommodate the majority of the existing T1 cars while creating a place for newer Touring cars. The TAC is preparing a draft of the new category rules (not individual spec lines) and is planning to present them on June 22nd on a T1 Town Hall Zoom call. There will be an opportunity to discuss the draft, and the future of T1 on the T1 Town Hall Zoom call and at the Runoffs Town Hall.

## **No Action Required**

### **B-Spec**

#### **1. #32598 (Steve Introne) BSAC Voting**

Thank you for your letter. The SCCA Club Racing Rule Making Process is documented on the SCCA web site under Road Racing Rules; this is not a purely democratic process as you suggest. The Advisory Committees are a key element in the process. In the course of their work, they are often privy to intellectual property which requires confidentiality. The publishing of committee voting could easily lead to pressure being brought to bear on individual committee members putting them in position where they could not explain their vote without breaking confidences. As you can imagine it is nearly impossible to staff an unpaid volunteer committee for a class without people who are deeply invested in that class and who, if lacking integrity, could attempt to benefit from their position of responsibility. The CRB, Board of Directors, and SCCA National Staff are cognizant of this "issue" and monitor BoP and Rule changes accordingly. We are aware it is not a perfect system. Your vigilance and that of all other interested members is appreciated and needed on a case-by-case basis. The governance of individual SCCA Regions and their voting process varies by Region and is not controlled by SCCA. Your concern is noted and appreciated.

### **General**

#### **1. #32462 (Fred Campbell) CRB Resume'**

Thank you for your resume. We will retain it on file for future openings.

## **Not Recommended**

### **B-Spec**

#### **1. #32255 (Garret Bowser) Regional Tire Rule Removal**

Thank you for your letter. The B-Spec community supported a change to a spec tire which, by means of a contract negotiated between the tire supplier and SCCA, has resulted in decreased costs for all B-Spec competitors. As a result, SCCA and all B-Spec competitors must adhere to the spec tire rule and only utilize the approved Hankook tire. Permitting non-compliant cars to compete ignores the GCR and sets a poor precedent for future agreements with spec component suppliers.

#### **2. #32464 (Gilberto Rivera) Kia Rio and Hyundai Accent Suspension Submission**

Thank you for your letter. The current ruleset allowing modified Bilstein B14 kits in addition to the stock suspension AND factory specified kits are sufficient. Additional nonadjustable shock and strut options would be considered on a case-by-case basis ONLY IF the current options are demonstrated to be non-usable due to availability or function.

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## **3. #32599 (Steve Introne) Mini BOP Change for OEM Catalytic Converter**

Thank you for your letter. We are aware of the supply chain issue and are working on potential solutions.

## **4. #32600 (Steve Introne) Shock Options**

Thank you for your letter. Both the Bilstein kit and the KW kit will continue to be acceptable for the MINI. It is not in the interest of the class to sunset parts

## **F5**

### **1. #32739 (Clint McMahan) Moto Tassinari V-Force 3 Reed Valve System V3124-873B2**

Thank you for your letter. Neither the race results nor the AiM data from the 2020 Runoffs shows that the two-cycle platform had a performance advantage over the four-cycle platform. On-track data will be obtained at the June Sprints and Runoffs from various platforms, including any two-cycle cars equipped with the Moto Tassinari part, and adjustments will be made for 2023 if warranted by the data.

## **GCR**

### **1. #32458 (Laurie Sheppard) Request to remove SM5 References**

Thank you for your letter. Even though this is a Regional only class, the SM5 references need to stay in the GCR.

## **ITB**

### **1. #32367 (Lon Carey) Honda Civic Del Sol Minimum Weight Adjustment Request**

Thank you for your letter and your interest in the health of Improved Touring. The 88-90 Civic Sedan that you mention has a lower horsepower rating from the factory than the other cars you listed. For this reason we believe that the Del Sol is correctly classified at its current process weight.

## **FP**

### **1. #32654 (Michael Kamalian) Request Balance of Performance adjustment - FP Acura**

Thank you for your letter. There isn't enough data to warrant a competition adjustment to the Acura Integra's at this time, but the situation will be monitored.

## **T2**

### **1. #32116 (Jeff Burck) '20 BMW M2 CS Racing With Windows Up**

Thank you for your letter. The SCCA's rule is that glass windows cannot be run in the closed position. It is a general safety rule for all classes, and it isn't unique to the touring classes. The Touring committee cannot permit you to run with glass windows up.

### **2. #32169 (Jeff Burck) SCCA letter 32116 addendum #2**

Thank you for your letter. The SCCA's rule is that glass windows cannot be run in the closed position. It is a general safety rule for all classes, and it isn't unique to the touring classes. The Touring committee cannot permit you to run with glass windows up.

## **T3**

### **1. #31832 (Scott Sewell) Porsche 981 Cayman 3.4L Reclassification Request**

Thank you for your letter. The Touring Committee believes that the Cayman would be an overdog in T3, and is capable of being competitive in T2. Please consider asking for allowances that would benefit the current spec line.

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## 2. #31982 (Luis Goncalves) BRZ/FRS/86 Aero

Thank you for your letter. We are sorry about the added expense. The only reason that the BRZ is given a wing, which is unique in T3, is that the BRZ TS came with that specific one. Requiring the OEM part is consistent with all other wings that exist in T3.

## T4

### 1. #32135 (John Paul Jose) Request to Better Match Allowed Wheel Width to Allowed Tire Width

Thank you for your letter. The BMW 320i is very competitive in T4, and a wheel allowance would make it too fast for the class. If you'd like to run a wider wheel please see letter # 32691 in current Fastrack, where we created a T3 classification. The TAC members believe the 320i should be an excellent T3 car.

### 2. #32655 (Josh Smith) Mazda Motorsports Torsen LSD NC MX-5 (2006-2015)

Thank you for your letter. Under the current rules, racers can use any non-OEM LSD with a 50lb penalty. If OEM isn't available, performance alternatives are an option.

## 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](http://www.clubracingboard.com).

## **B-Spec**

### 1. #32415 (Jonathan Wickert) Bump Stops Optional in B-Spec

In B-Spec Category Specifications, GCR Section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, ~~any part of the manufacturer upgraded suspension kit~~ *the specific suspension kit approved on the spec line* or any B14 Bilstein shock or strut with no modifications except as required for mounting *or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification.* Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, *including 'helper' or 'tender' springs*, up to a maximum spring rate of 500 pounds may be used. Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. *Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose.* Adjustable sway bar end links may be used on all cars. ~~Front~~ *S*way bars may be disconnected and removed."

## Taken Care Of

## **B-Spec**

### 1. #32567 (Steve Kaster) Allow brake ducting

Thank you for your letter. Please see letter # 31395 in the May Fastrack.

### 2. #32596 (Steve Introne) Input on B-Spec Brake Ducts

Thank you for your letter. Please see letter # 31395 in the May Fastrack.

### 3. #32618 (Ali Naimi) Request open tires for Regional and schools

Thank you for your letter. Please see letter # 32255 in the current Fastrack.

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## **GT2**

1. #32643 (Greg Anthony) Request to lower base weight of BMW E46 M3 with 5.0 liter V-8

Thank you for your letter. The CRB will install data boxes on these cars so that their performance may be monitored.

## **FP**

1. #32658 (Perry Simonds) Request BOP for Acura Integra's

Thank you for your letter. Please see response to Letter #32654.

2. #32659 (Tom Campbell) Request to Slow the Acura

Thank you for your letter. Please see response to Letter #32654.

3. #32665 (Mason Workman) Request Balance of Performance Adjustment - FP Acura

Thank you for your letter. Please see response to Letter #32654.

4. #32667 (Stephen Simonds) Request FP Acura BoP

Thank you for your letter. Please see response to Letter #32654.

5. #32677 (Wade McBride) Request BoP FP Integra power

Thank you for your letter. Please see response to Letter #32654.

## **Prod General**

1. #32686 (Donald Ahrens) Controlling Cost

Thank you for your letter. Please see response to Letter #31542 in the January 2022 Fastrack.

## **T2**

1. #32127 (Jeff Burck) Addendum to SCCA letter 32116 dated 1/20/22

Thank you for your letter. Please see letter # 32116 in current Fastrack.

2. #32465 (Gamaliel Aguilar-Gamez) BMW M235iR/M240iR Minimum Weight Change Request Touring 2

Thank you for your letter. Please see letter # 32430 in June 2022 Fastrack.

## **T2-T4**

1. #32568 (Scott Sewell) Request 2015 Cayman Reclassification

Thank you for your letter. Please see letter # 31832 in current Fastrack.

## **T3**

1. #32426 (Luis Goncalves) FRS/BRZ/86 TS Spec

Thank you for your letter. Please see letter # 31982 in current Fastrack.

## **What Do You Think**

None.

## **RESUMES**

None.