

# **Fastrack** **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | November 1, 2022

The Club Racing Board met by teleconference on November 1, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chris Alban and Dayle Frame, BoD liasons; 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. #33094 (Jim Murphy) Make This Class More Attractive**

Thank you for your letter. We have received a number of letters in 2022 on the topic of the balance of performance between the two- and four-stroke F500 platforms. Please see, for example, the response to letter #32813 in the September 2022 Fastrack. That response outlines how we have been, and will be, monitoring performance between F500 platforms using the AiM devices to determine performance balance, leading to potential adjustments. If adjustment were indicated and generally accepted weight or restrictor adjustments were considered inadequate or ineffective, the Club Racing Board would consider your suggestion to limit the two-strokes to specifically approved parts to reduce performance.

With regard to your recommendation to make two-strokes more attractive to newcomers, the Club Racing Board believes this is a good idea, but it would be best accomplished by class stakeholders and not by rules adjustments. Stakeholders in other classes have put together class-specific documents to help improve car counts as well as the overall racing experience. These documents typically include tech tips, setup tips, parts suppliers, available parts, etc. These kinds of materials help both newcomers as well as current competitors.

There are a number of places where newcomers can get advice on initial setup and parts selection and availability. These include the "SCCA F500 & FModified" Facebook page, as well as the following suppliers who offered to be contacted by newcomers for introductory advice and guidance:

- Dan McMahan, Atlanta, GA, 678-836-6467 (motorcycle engine conversions / support various cars)
- Leon Mitchell, Mitchell Racing Services, Indianapolis, IN, 317-490-6514. (Scorpion supplier / support various cars)
- Mike Quadrini, QRE, New York, NY, 231-590-903 (Invader builder/supplier / general support )
- Mel Winnie, M&M Sports Center, Michigan, Bus: 231-369-4300, Mobile: 231-590-9003 (two stroke engines / general support)

### **GCR**

#### **1. #33131 (Jeff Giordano) Clarification of New Allowance for Rocker Panel Cage Attachments**

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

#### **2. #33202 (Bob Hudson) My thoughts on flag procedure update #2**

Thank you for your letter and your detailed suggestions on flag use. We are going to table any changes for further review.

#### **3. #33299 (Eric Yagel) Expansion of Protest Information for the Runoffs.**

Thank you for your letter. This is not a GCR issue. The CRB will recommend that the National Office Technical Staff revisit the Labor Rate Guide and update it for class and hour guidelines on an annual basis.

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## **General**

1. #33358 (Mark McCaughey) Please Reinstate a "Showroom Stock" Type Class.

The former "showroom stock" classes have, over time, evolved into the small engine Touring classes and B-Spec due to member input and the growing difficulty for Tech to effectively control showroom stock compliance. SCCA and the CRB continue working to bring additional small engine front drive cars into the touring classes.

## **STU**

1. #33285 (Deacon Greenfield) LS-VTEC Conversion Honda B-Series

Thank you for your letter. Please see GCR, STU Table B: Alternate Vehicle and Engine Allowances, Honda/Acura B20.

## **T3**

1. #32644 (Michael Pettiford) Request T3 Solstice GXP competitive adjustment

Thank you for your letter. Please see letter # 33501 in current Fastrack.

## **Not Recommended**

### **P2**

1. #33195 (Jason Stine) Reinstate S2000 As A National Championship Eligible Class

Thank you for your suggestion. The Club Racing Board does not recommend this change. The S2000 class was consolidated into P2 when it failed to maintain acceptable levels of participation. Despite the great turnouts that S2000 experiences in "one off" events such as the Mitty, there is no evidence before the SCCA that re-introduction of this class would result in sufficient entries in U.S. Majors events to meet the 4.0 cars per event participation average in GCR section 3.7.4.C. S2000 cars remain eligible for competition in P2, although some cars may require certain modifications.

### **GT3**

1. #33219 (Philip Di Pippo) More data on Ginetta GTA G56

Thank you for your letter. Your request is not recommended.

2. #33224 (Chris Edens) ABS Request

Thank you for your letter. Your request is not recommended.

## **ST General**

1. #33245 (David Mead) Request to clarify front bumper rule

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

## **STU**

1. #33055 (Greg Amy) Remove 9.1.4.1.E.6 as Redundant

Thank you for your letter. The two lines of the GCR are found not to be redundant, as one allows for the existence of portioning valves and the other allows for driver adjustability of brake force balance.

2. #33367 (Hugh Stewart) Composite Roof

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

3. #33398 (Hugh Stewart) Request for BMW N54 Intake Manifold on M50

Thank you for your letter. The N54 Intake Manifold on M50 is not approved. Regarding drive by wire capabilities, please see 9.1.4.G.8.

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## T2

1. #32804 (Patrick Womack) BoP BMW Z4M

Thank you for your letter. We do not recommend a change at this time. We will continue to monitor the class

## T3

1. #33152 (Jim Leithauser) Solstice Thoughts

Thank you for your letter. The Solstice does not appear to be prepped to the extent of the rules.

## 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 BoDs' 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).

## GCR

1. #33312 (Jim Graffy) Request to Clarify 6.10.1

In GCR, Section 6.10.1, Starting Line for Timing and Scoring, add the following:

"Unless otherwise defined in the Supplemental Regulations, the start/finish line is the control line where timing begins/ends when crossed by a car. A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who maybe aided by suitable automatic or semi-automatic equipment. *If a camera is used to determine a photo finish, the camera shall be mounted in a direct line with the start/finish line.*"

2. #33368 (Mike Smith) Cancelling/Postponing an Event

In Appendix B, GCR section 1.2.B.2, add the following:

"Cancellation.

*A. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated and a reasonable portion of the entry fee shall be returned.*

*B. If drivers have participated in on-track sessions prior to the cancellation of their race sessions, they will be given credit for a start, and regions may award drivers' points according to their qualifying position. If a race is started and cancelled before halfway time or laps, then only race starters will be awarded points based on qualifying position."*

## General

1. #33443 (SCCA Staff) Minimum Track Time for Majors 3-day events

In GCR, Section 3.1.1.D.1.c.2. Majors – Conference Events – Minimum Track Time, change as follows:

"Three-day events shall have a minimum of ~~65~~50 minutes of non-racing track time available per Majors class entry. One practice and Two qualifying sessions are recommended. *End-of-session hardship policy is recommended.*"

In GCR, Section 3.1.1.D.2.c.2: Majors – Super Tour Events – Minimum Track Time, change as follows:

"Three-day events shall have a minimum of two (2) qualifying sessions totaling at least ~~65~~50 minutes of non-racing track time available per Majors class entry. One practice and two qualifying sessions are recommended. *End-of-session hardship policy is recommended.*"

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## GT General

1. #33170 (Peter Zekert) 9.1.2.F.7.n.4.D

In GT-2, 3, LITE CATEGORY SPECIFICATIONS, GCR section 9.1.2.F.7.n.4.D, add as follows:

"Carburetors shall incorporate a butterfly-type throttle plate for engine speed control. *For GTLite only: Carburetors shall incorporate a butterfly or slide-type throttle plate for engine speed control.*"

## GT2

1. #33329 (Kevin Allen) Amend the underfloor rule for traditional GT2

In Grand Touring Category Specifications, GCR Section 9.1.2.F.7.b.15.E.2, change as follows:

~~"Regardless of front, rear or mid-engine placement, flat underbody panel are permitted. Underbody panels may start behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open."~~

## SM

1. #33416 (Spec Miata Committee) Motorsports Transmission Gear Set for Spec Miata

In SM, GCR section 9.1.7.c.2., add new section b. with the following transmission verbiage and part number and re-letter section:

*"b. Mazda Motorsports 5 speed transmission gear set kit part number 0000-02-5800 may be used. If the Mazda Motorsports competition gear set is used, it must be used in its entirety without any modifications or alterations. Mixing and matching of the OEM gear set components and the Mazda Motorsports competition gear set components is not permitted.*

*Mazda Motorsports competition gear set consists of the following parts:*

- (1) 5/R Hub and Slider*
- (1) 2nd Gear - One Piece Synchro*
- (1) 3rd Gear*
- (1) 5th Gear Pair .81 Ratio*
- (1) Input Shaft*
- (1) Counter Shaft*
- (1) Countershaft Splined Collar*
- (1) Thrust Washer"*

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## T2-T4

1. #31549 (Frank Schwartz) NEW CLASS T5

In GCR, Section 9.1.9.2. Touring (T2-T4) Category, change as follows:

### "9.1.9.2 TOURING (T2-T4~~5~~) CATEGORY"

"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4~~5~~ cars may race one class up in touring classes above their specification line class as long as they are a legal T2. *T5 is a Regional only class.*"

In GCR, Section 9.1.9.2.D.1.e.1., change as follows:

"Any overbore up to .020" permitted T2- T4~~5~~ with +30 lbs. penalty."

In GCR, Section 9.1.9.2.D.5.a.1., change as follows:

"T2-T4~~5~~: A maximum of 3.5 degrees of negative chamber is allowed on front and rear suspensions. Spec line part(s) may not be modified to increase caster and camber. Strut suspensions may adjust camber and caster by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjustment plates at the top of the strut mounting plate. If upper strut slotted adjustment plates are used, they shall be located on existing chassis structure, utilizing the unmodified manufacturer's original bolt holes and may not serve as reinforcement for that structure. Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower. On other forms of suspension, camber and caster adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable toe links with spherical bearings are permitted and may serve no purpose other than adjusting toe angle. Spherical bearings/bushings are not permitted in T2-T4~~5~~ except for the specific examples listed in the class rules or vehicle spec line."

In GCR, Section 9.1.9.2.D.5.b.2., change as follows:

"The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted. T4 *and* T5 only: Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any non-adjustable shock absorber is allowed. Adjustable shocks that are retrofitted into non-adjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered. Shocks must be installed in the original mounting locations. Remote reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion."

In GCR, Section 9.1.9.2.D.5.b.2.c., change as follows:

"T3 ~~and~~ T4 *and* T5 only: minimum ride height is 4.5" inches."

In GCR, Section 9.1.9.2.D.5.b.2.d., change as follows:

"T2-T4~~5~~ only: Cars with alternate spring allowance in spec line, may use adaptors, and adjustable perches to allow fitment of springs."

In GCR, Section 9.1.9.2.D.7.a., add the following and renumber:

*"3. T5 only: (unless specified on spec line) Any aftermarket wheel allowed."*

In GCR, Section 9.1.9.2.D.7.b., add as follows:

*"T5 has a maximum tire size of 225/45."*

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In GCR, Section 9.1.9.2.D.10.c., change as follows:

"All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. Touring 2 cars must have a fire system installed. Touring 3, ~~and~~ Touring 4 **and Touring 5** automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System."

In GCR, Section 9.1.9.2.E., change as follows:

"Touring Category Classes are as follows: T2, T3, ~~and~~ T4 **and T5**."

In Touring Spec Lines, create new T3 classification as follows:

T5	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Horsepower / Torque	Wheels	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura Integra LS (95-01)	81.0 x 89.0 1835 B18B1	2571	140/127	15 x 7	3.17, 1.86, 1.26, 0.94, 0.74	4.4	(F) 262 x 21 Vented Disc (R) 239 x 10	2685	
Acura RSX (02-06)	86.1 x 86.0 1988 K20A3	2570	160/132	16 x 7	3.27, 1.88, 1.21, 0.92, 0.74	4.4	(F) 262 x 21 Vented Disc (R) 260 x 9 Solid Disc	2775	
Chevrolet Cobalt (05-10)	86.0 x 96.4 2198 Ecotech L61	2628	145/155	17 x 7	3.58, 1.92, 1.35, 0.98, 0.69	3.94	(F) 296 Vented Disc (R) 270 Solid Disc	2850	
Chevrolet Cruz	1796 Ecotech (SOHC)	2692	138/130	17 x 7				2546	
Chrysler Neon ACR (95-99)		2642	132/129	15 x 7	3.50, 1.96, 1.38, 0.97, 0.81	3.95	(F) 257 x 22 Vented Disc (R) 270 x 9 Solid Disc	2480	
Chrysler Neon ACR (95-99)	(DOHC)	2642	150/133	15 x 7	3.50, 1.96, 1.38, 0.97, 0.81	3.95	(F) 257 x 22 Vented Disc (R) 270 x 9 Solid Disc	2680	
Chrysler Neon ACR (00-02)	87.5 x 83.0 (SOHC)	2667	150/132	17 x 7	3.50, 1.96, 1.36, 0.97, 0.81	3.94	(F) 257 Vented Disc (R) 270 x 9 Solid Disc	2680	

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Dodge Dart (14-16)	88.0 x 97.0 2360	2703	160/148	17 x 7	3.74, 4.36, 0.97, 0.75, 0.62	412		2925	
Ford Focus ZX- 3 (00-03)	84.0 x 88.0 1988	2616	130/135	16 x 7	3.67, 2.14, 1.45, 1.03, 0.77	3.82	(F) 259 x 23 Vented Disc (R) 203 x 31 Drum	252 0	Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.
Ford Focus ZX4 ST (05-06)	87.38 x 93.98 2300	2614	151/154	16 x 7	3.42, 2.14, 1.45, 1.03, 0.77	3.82	(F) 278 Vented Disc (R) 251 Solid Disc	290 0	Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.
Honda Civic EX (96-00)	75.0 x 90.0 1590 D16Y8	2621	127/107	15 x 7	3.25, 1.90, 1.25, 0.91, 0.70	4.25	(F) 262 Vented Disc (R) 201 Drum	230 0	
Honda Civic (01-05)	86.0 x 86.0 1998 K20A3		160/132	16 x 7				2775	
Honda Civic (06-10)	86.0 x 86.0 1998 K20Z2		153/139	17 x 7				2775	
Mazda3 s (04-09)	2000	2639	148/135	17x 7	3.31, 1.84, 1.31, 0.97, 0.76	4.1	(F) 300 Vented Disc (R) 280 Solid Disc	2690	
Mazda3 s (04-09)	87.5 x 94.0 2260	2639	160/150	17x 7	3.31, 1.84, 1.31, 0.97, 0.76	4.1	(F) 300 Vented Disc (R) 280 Solid Disc	2945	
Mazda3 s (2010)	1999 Skyactiv G 2.0	2640	157/148	17 x 7	3.45, 2.06, 1.39, 1.03, 0.84, 0.72	4.11	(F)300 Vent- ed Disc (R)280 Solid Disk	2900	
Toyota	82.0 x 85.0 1796	2601	158/162	16 x 7	3.17, 2.05,	4.53	(F) 275.1	3040	



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Corolla XRS (2005)					1.48, 1.17, 0.92 0.73		Vented Disc (R) 269.24 Vented Disc		
Toyota Corolla (14-18)	1798 2ZR-FAE		148/129	17 x 7				2630	
VW Golf/Jetta/Ra bbitt (03-05)	1948	2578	150/148	17 x 7				2830	
VW Golf/Jetta/Ra bbitt (06-07)	82.55 x 92.71 2481	2578	150/170	17 x 7	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F) 228 Vent- ed Disc (R) 260 Solid Disk	3040	

## Taken Care Of

### FA

1. #33154 (Doris Siebert) Request to Run Formula Renault in FA class

Thank you for your letter. Based on your input and that of other owners, the Club Racing Board will reclassify the 2010-2017 Formula Renault 2.0 in Formula Atlantic with a slight weight reduction. Please see the response to letter #33395 in this Fastrack's Technical Bulletin.

2. #33445 (Larry Howard) Swift 016 Performance

Thank you for your letter. Please see the response to letter #33472 in this Fastrack's Technical Bulletin.

3. #33446 (Hans Peter) SWIFT 016 Chassis - NOT Competitive

Thank you for your letter. Please see the response to letter #33472 in this Fastrack's Technical Bulletin.

4. #33449 (Richard Zober) FA Swift 016 Rules

Thank you for your letter. Please see the response to letter #33472 in this Fastrack's Technical Bulletin.

5. #33458 (Brandi Kaiser) Increase Attendance in FA

Thank you for your letter. Please see the response to letter #33472 in this Fastrack's Technical Bulletin.

### GCR

None.

### STU

1. #33284 (Bill Lamkin) Allow EP cars in STU

Thank you for your letter. A survey will be sent to STU and EP participants to see what interest there would be in allowing EP to double-dip in STU.



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## **T2-T4**

1. #33442 (Chris Windsor) MX-5 BOP Adjustments

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

## **T4**

1. #32790 (Scotty B White) T4 Mustang Addendum

Thank you for your letter. Please see letter # 32789 in current Fastrack.

2. #33070 (Scotty B White) T4 Mustang BoP

Thank you for your letter. Please see letter # 32789 in current Fastrack.

3. #33282 (Marc Cefalo) Parity - BOP adjustments for 2023

Thank you for your letter. Please see letter # 32933 in current Fastrack.

4. #33304 (Steve Bertok) T4 BOP Requests

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

5. #33309 (Jason Walsh) BOP adjustment

TCO- BOP changes to the T4 MX5 were made in letter 32933.

6. #33323 (Jeff Giordano) Request BOP adjustment for 06-15 MX5

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933. The Runoffs are only one race at one track. The MX5 proved to be competitive and/or capable of winning at other tracks including Sebring, (VIR at the Super Tour), Circuit of the Americas, and Watkins Glen. Please see the referenced letter for BOP adjustments to the MX-5.

7. #33326 (Rich Grunenwald) T4 Mustang - Allowances and future in T4

Thank you for your letter. Please see letter # 32789 in current Fastrack.

8. #33347 (Scotty B White) Heavy Cars/4.0 Mustang

Thank you for your letter. Please see letter # 32789 in current Fastrack.

9. #33360 (Jerry Lane) Request for BOP Adjustment

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

10. #33361 (Robert Spence) Request for BOP Adjustment

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

11. #33404 (John McLendon) T4 BOP Thoughts

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

12. #33450 (Eddie Keturakis) Eliminate Weight Penalties for MX-5

Thank you for your letter. BOP changes to the T4 MX5 were made in letter 32933 in current Fastrack.

## **What Do You Think**

None.