

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | January 3, 2023

The Club Racing Board met by teleconference on January 3, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

EV General

1. #33647 (Brian Bourne) Discussion of Proposed EV Rules

Thank you for your letter. (Response to be finished by this weekend by Paul Messier)

F6

1. #33593 (Rick Eskola) Allow the #420924502 Rotary Valve in Rotax Model 494 Engine

Thank you for your letter. Please see the response to letter #33584 in this Fastrack's Technical Bulletin.

GCR

1. #33481 (Kristen Moore) Awards and Trophies Request

Thank you for your letter. The definition of a trophy or award can be written into the event supplemental regulations to help address your options.

General

1. #33657 (Chad Cheshire) Electronic Log Books

Thank you for your letter. This information is tracked and available to stewards.

GT1

1. #33594 (Jeremy Schwarz) Weight Penalty - TA

Thank you for your letter. You are incorrect in your interpretation. If you a competitor decides to add a front nose diffuser to an otherwise GT1 compliant body, it's a 50 lb. weight penalty. If a competitor chooses to add anything else that T/A now allows aero-wise, either in addition to, or instead of the nose diffuser, it's a 100 lb. weight penalty.

GT2

1. #33112 (Sterling Cole) Request for Amendment for 13B Turbo Rotary Engine Classification

Thank you for your letter. Please response to letter #33080 in current Fastrack.

2. #33330 (Luis Rivera) Runoffs Performance of Turbo Rotary

Thank you for your letter. Please see the response to letter #33080 in current Fastrack.

T1

1. #33692 (David Mead) T1 Mazda RX7 Classification Weight

Thank you for your letter. Please refer to GCR 9.3.7. in GCR.

Fastrack[®] **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

T2

1. #33354 (Clark Cambern) Add American Sedan Challenger Spec Line

Thank you for your letter. Please submit VTS sheets for this car. Be specific about the modifications that are currently done to the car, so we can determine if it fits well in Touring.

T2-T4

1. #32802 (Ben Jacobs) Request to classify the new Civic SI FE1 factory race car

Thank you for your letter. We would class the Civic SI FE1 in T3 (without the wing pictured). Please provide VTS info.

T3

1. #32749 (Kelly Peebles) Request guidance- my car is a pig/has a gearing issue

Thank you for your letter. We recommend meeting up with other friendly racers at an event and see what advice they can give you in person. They'll have a better idea of where you can make improvement. They'll have an opportunity to look over your car and suggest setup issues. They may also have a chance to remark on your driving, marks and consistency. Good luck, have fun.

Not Recommended

EV General

1. #33627 (Charles Sinkler) SCREV Battery Construction

Thank you for your letter. Improper assembly of cylindrical cells or individual pouch cells into modules/packs presents a unique safety hazard, especially in electrified vehicles. The design, assembly, and manufacture of the pack or module requires significant engineering design and quality control during assembly to ensure the safety of the pack or module electrical load and use over time. This includes mechanical design, electrical isolation, thermal considerations, and cell connections to name a few. In the case of an isolation breakdown or loose cell connection internal to the module or pack, the design and assembly of the pack is critical as the Battery Management System/Insulating Measurement Device cannot stop the reaction that could lead to a RESS/Battery Pack fire. Although the SCCA recognizes that some members may have the capacity to perform sufficient design and quality assembly of cells to create a safe pack or module, the capacity to verify and inspect such as pack or module by on-track inspection or homologation is not practical at this time. Use of commercially available pack or modules provides an opportunity for a competitor to design a custom energy store for their vehicle by leveraging the "built-in" engineering needed to design and assembly the pack or module. This also simplifies the inspection needed of the custom energy store.

The EVAC has also surveyed various commercially available packs/modules and determined that custom assembly of cylindrical cells or pouch cells is not required to build a competitive energy store for electrified vehicle in the various SCCA programs.

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

F6

1. #33661 (Carl Wassersleben) Decrease Weight in F600 W/593HO

With regard to performance parity of the Rotax 593 HO with the 600cc motorcycle-based engine cars, the Club Racing Board has been carefully monitoring class performance at selected U.S. Majors Tour events as well as at the Runoffs, and no clear advantage has been evident for either drivetrain so far. We will continue to monitor performance and plan to expand data collection to other tracks this year. Although the effect of adding or removing weight can sometimes be difficult to discern, a definite correlation between weight and lap times exists, and it has been shown to be a good way to fine-tune performance balancing. To date, we have not received reports of or observed unusual or extraordinary weight-related chassis failures. In general, chassis age and adding weight, power, better tires, and heavier power plants each could contribute to additional stresses on a chassis. As an alternative to meeting minimum weight purely by adding ballast, a higher minimum weight can help to alleviate the negative effects of such additional stresses on the chassis by allowing the cars to run more structurally sound frames and strengthened components as the performance increases, which often increases weight organically and overall adds safety.

GCR

1. #33321 (James Blumenfeld) Creating a specialty for the pace car team

Thank you for your letter and your work as a pace car driver. The Club Racing Board does not recommend creating a separate pace car driver specialty, which would involve preparation of a manual, appointment of several divisional administrators, and implementation of other administrative requirements. Under the current rules, pace car drivers are approved by the Race Director or Chief Steward and take active direction from the Operating Steward. The CRB is not aware of any problems with this arrangement of responsibilities. Establishing a common set of pace car procedures is not feasible because each track has unique characteristics and requirements, including where to enter and exit the track, proper speeds to maintain in various areas of the track, and appropriate methods for controlling individual run groups. The CRB believes the GCR's current rules on principal officials' approval and direction of pace car drivers, pace car operating procedures, and pace car driver qualifications are adequate as written.

GT2

1. #33080 (Luis Rivera) Re-evaluation of turbo classification

Thank you for your letter. As requested however a *BW7670* or *Garrett G30-60 w/46mm TIR* may be used. In addition to these choices, alternate turbos with similar HP capacity may be considered. Please see letter # 33729 in current Fastrack.

2. #33510 (Michael McAleenan) Request to classify McLaren 570s in GT2-ST

Thank you for your letter. This car exceeds GT2-ST performance perimeters. The CRB suggest that you request classification in GTX.

3. #33602 (Nathan McBride) Porsche 992 Classification Request

Thank you for your letter. It is not recommended for GT2 to be added to GT1 w/GTX rules for Porsche 992 @2950lbs. Please see letter # 33730 in current Fastrack.

4. #33635 (Ian Barberi) VAC 97mm Crankshaft for S54

Thank you for your letter. Your request is not consistent with GT2-ST class philosophy.

GT3

1. #33655 (Sean Benson) Request to Classify 93 Eagle Talon TSI Turbo

Thank you for your letter. AWD is not consistent with GT3 class philosophy.

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

HP

1. #33652 (Eric Vickerman) Request for Comp. Adj.: Austin Healey / MG / BLMI LP1275 12:1 CR

Thank you for your letter. The need for a positive performance adjustment for the L2 AH/MG/BLMI 1275cc engines has been reviewed, and it is not recommended at this time, as these classifications continue to be competitive at a variety of tracks. It is well understood that the wide variety of different classifications that exist within a Production class will achieve their lap times in different ways, especially across a variety of track styles.

If the desire is to just change how these classifications "race" against their competition, and not necessarily their performance potential, then it would be reasonable to assume that any additional horsepower and straight-line ability would come at the expense of an off-setting weight increase. This has not been done before for a LP classification, as the net result is forcing its racers to build new engines with higher compression and lower reliability, and carry around more weight that will further wear on consumables, in order to net the same performance potential. The Committee simply does not feel that this is an appropriate measure to ask racers to endure, for the sake of hoping to change how their car produces a lap time.

2. #33671 (Keith Church) Request for Toyota Corolla Help

Thank you for your letter. Your letter concerning performance of the 70-74 Corolla has been reviewed, but an adjustment cannot be deemed appropriate at this time, without any new information to consider. The Committee requests that 70-74 Corolla racers participate in events, so that this request can be reconsidered with additional on-track performance observed and possible in-vehicle data collected. Please note that thirty (30) days advance notice of participation will help in the coordination necessary to install data boxes.

STL

1. #33645 (Alex Lozano) Allow Racing Beat Street Port on 13B Engine

Thank you for your letter. Request is against class philosophy.

2. #33646 (Alex Lozano) 13B Engine- Allow Turbo Engine Intake Manifold

Thank you for your letter. Please see ST general rules 9.1.4.G.1.e.2.. If the adaptor plate solution is not possible, please send in another letter.

T1

1. #33665 (Dominic Starkweather) Saleen S1 Cup car to Compete in T1

Thank you for your letter. In letter 33633, we re-wrote the T1 rules. To ensure similar on-track characteristics in T1 going forward, all future classifications will be classed at or above 3000 lbs. Please submit to GT3.

2. #33679 (Ali Salih) Please Allow for Carbon Doors in New T1

Thank you for your letter. We are hesitant to start allowing carbon parts under the new T1 rules. We are planning to collect as much data as possible for BOP purposes. We'd like to see where these cars end up before we make an allowance that causes you to spend money, especially if we end up needing to add weight later.

3. #33690 (David Mead) T1 Honda S2000 Classification Needs to be Reinstated

Thank you for your letter. The S2000 doesn't fit with multiple aspects of the T1 intent. The car had a forced induction, but was never sold with it. The car also ran well below 3000 lbs, which is the cutoff for T1 cars going forward.

Fastrack[®] **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

4. #33693 (David Mead) Reinstatement of early Mustang Chassis with 3.7L Engine/ Rotrex

Thank you for your letter. The 1985 Fox body is not consistent with the new direction of T1. We are working toward a class with modern USDM based models.

T2-T4

1. #33369 (Harley Kaplan) OEM Headlights

Thank you for your letter. We do not recommend allowing headlights to be removed. We suggest sourcing aftermarket alternative headlights that are similar in appearance. Having headlights is at the core of showroom-based racing. Allowing one car to remove their headlights would start a wave of similar requests.

2. #33380 (Derek Kulach) Camber Thoughts

Thank you for your letter. Recent parts allowances should improve the reliability of the camber adjustments on certain cars. The current rules for touring allow 3.5 degrees and the appropriate parts to achieve it. If we remove the camber limit, we'd start a situation where more and more suspension allowances would be needed. In that scenario, suspension parts would become BOP adjustments.

3. #33391 (Joe Aquilante) Request to Reduce Restriction on T-2 C5 Corvette

Thank you for your letter. We are watching this spec line closely and are prepared to BOP it if needed. At this point, we'd like to see more recent data.

T3

1. #32545 (Frank Garcia) Request T3 Porsche Boxster S weight reduction

Thank you for your letter. There have been recent changes to T3 cars. Please race the car where we can collect data.

T4

1. #31656 (Chris Windsor) Chris Windsor Resume

Thank you for your resume, it will be retained on file for future consideration.

2. #32661 (Brian Price) 2016-2018 ND MX-5 Header Request

Thank you for your letter. Headers are not recommended at this time.

3. #32762 (Brian Price) Request to review 2016-2018 Mazda MX-5 HP Ratings.

Thank you for your letter. We haven't seen the car in a while. Please bring it out to provide data.

4. #32878 (Ralph Porter) BMW Z4 in Touring 4

Thank you for your letter. Please bring the car out so we can collect data.

5. #33346 (Scotty B White) Heavy Cars/Mustang

Thank you for your letter. This car is capable of being competitive in T3. It is already on a FPR in T3. With a stock HP around 300, it doesn't fit in T4.

6. #33459 (Scotty B White) Request 4 mustang(s) Classification

Thank you for your letter. Please see letter # 33346 in current Fastrack.

Fastrack[®] news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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.

AS

1. #32260 (Tom Brown) Request to rewrite control arms

In AS, GCR Section 9.1.6.D.4.d., change as follows:

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arms *and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed.* (Effective 3/1/2023) ~~on GM F body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

GCR

1. #32981 (National Staff) Update Participant Licensing, Event Credentials & Entries Section

Effective 3/1/2023 In Participant Licenses, GCR section 4.3, change as follows:

~~4.3.4. Processing a Membership and License~~ Requirements

- A. A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity.
- B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.4.)
- C. *Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.*

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show his license to an official.

~~4.3.6. Required Membership and License~~

~~Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.~~

~~4.3.7. Karting License~~

~~Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (i.e. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."~~

In Event Credentials, GCR section 4.5, change as follows:

~~4.5.3. Hazardous Areas~~ Credentials

- A. *Hazardous Area Credentials* – SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release

Fastrack[®] news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on their membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

- B. Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.*

4.5.4. Non-Hazardous Area Credentials

~~Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas."~~

Taken Care Of

GCR

1. #33307 (Mark Waggoner) Revision of Either GCR or Timing & Scoring Manual

Thank you for your letter. This issue has been addressed by clarifying the appropriate location of the T&S start/finish camera to assist T&S with determining the correct order of finish. Please see the response to letter #33312 in the December 2022 Fastrack.

2. #33324 (Edward Capullo) Request Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

3. #33325 (Lindy Toland) Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

4. #33334 (Kent Prather) Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

5. #33336 (Tim Lyons) Request for Pace Car Specialty

Thank you for your letter. Please see the response to letter #33321 in the current Fastrack.

6. #33499 (Kevin Coulter) Support for Letter 33489

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

7. #33504 (Paul Gauzens) Input RE: Letter #33489

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

8. #33513 (ken Blackburn) Re-Visit GCR 7.4.B CSA Penalty Points

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

12. #33514 (Bev Heilicher) Change of Rule From TB 22-09/Runoffs Edition of the GCR

Thank you for your letter. Please see the responses to letter #33271 and letter #33489 in the January 2023 Fastrack.

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

GT3

1. #33478 (Grand Touring Committee) GT3 Choke option

Thank you for your letter. Please see letter # 33669 and 33670 in January 2023 Fastrack.

HP

1. #33654 (Jason Stine) Support of Letter 33652

Thank you for your letter. Please see response to Letter #33652 in current Fastrack.

T1

1. #32709 (Jeff Burck) BMW M2 CS Racing Fixed Makrolon Windows Up

Thank you for your letter. See letter # 33580 in January 2023 Fastrack, Section "R" where the following rule was adopted: "Cars built with front windows are permitted, but not required, to remove them". This rule applies to cars that were purpose built for racing with windows.

2. #33143 (Garry Crook) C8 Corvette T1LP

Thank you for your letter. Please see letter #33633 in the January 2023 Fastrack, where the T1 rules have been re-written. The LP category has been incorporated into the main body of the rules.

3. #33393 (Joe Aquilante) Idea for More participation in T1 in 2023

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

4. #33535 (Scotty B White) McLaren GT4 Car Classification Request for January

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

5. #33549 (Scotty B White) GT4 Mustang for January

Thank you for your letter. See letter # 33632 in the January 2023 Fastrack.

T4

1. #32652 (Touring Committee) Remove T4 OEM wheels on spec lines

Thank you for your letter. We'll handle this on a case by case basis. Members that wish to remove an OEM wheels are encouraged to request a change.

What Do You Think

None.

RESUMES

B-Spec

1. #33694 (Steve Kaster) Submittal for B-Spec Advisory Committee

Steve Kaster has been added to the BSAC.