

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | March 7, 2023

The Club Racing Board met by teleconference on March 7, 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; 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. #33869 (Clifford Rassweiler) Rethinking the PE rules

Thank you for your letter. Your continued interest and suggestions are appreciated, you have provided ideas and reasons to question and perhaps modify the current path for Formula and Prototype Electrics.

SCCA competition vehicles will continue to be based on a 4-wheel platform symmetrical built around the longitudinal center line of the race car, that is just who we are. The cars need to look like traditional street cars and the current typical formula and sport racers. Building a car from a blank piece of paper is a monumental task that has only been achieved by a small number of people. The most likely early EV pure race cars, not street car conversions will be repurposed formula and sport racers, this makes the most economical sense.

The direction you are suggesting for the PEV would be best served by attending Track Day experiences where wheel to wheel competition with cars of equal performance is not the goal and would allow you to test your driving capability with a unique car you have built for the track.

GCR

1. #33915 (Matt Blehm) Enforce the 115% rule.

Thank you for your letter. The rule requires a driver who does not qualify within a maximum of 115% of the class track record to obtain permission from the Race Director to race. It does not expressly deny a driver the ability to start a race. The Hoosier Super Tour officials carefully consider all contributing factors in the decision to permit a race start and will continue to use appropriate discretion in the enforcement of the rule.

General

1. #33668 (Chad Cheshire) Rule Making

Thank you for your letter. Individual members of the Advisory Committees and CRB are governed by their "Policy Guidelines and Operations Manual" which provides for confidentiality of information and matters which come before them. This is done so as to avoid the appearance that an individual member is speaking on behalf of their committee and to further protect the confidentiality of other member's data. Car performance data is an important input, one that we did not have until just a few years ago. It has helped our Advisory Committees to make decisions on BOP matters in a far more quantitative fashion than in years past but is not by itself a sole determinant. Permitting the release of such data which, as noted, is held in strict confidence, would not only compromise the privacy and work product of the subject competitor(s), but likely lead to a continuing debate over the data and the resulting decisions. This would not benefit the organization or its individual members. One must further be cognizant of the fact that much, if not all, of the work for which you seek public disclosure is performed by unpaid volunteers who donate countless hours of their lives to our organization. Even if such disclosure would be of benefit there simply are not the available resources to record and publish this information.

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GT1

1. #33820 (Jeremy Schwarz) #33594 - Weight Clarification

Thank you for your letter. Here is an example:

2780 base

- + 75 lbs. total for T/A aero adds (this includes a tunneled nose)
 - + 50 lbs. for 18.0" wheels
 - + 25 lbs. for sequential transmission
 - + 25 lbs. for FR9 or RO7 engines
- Total in this configuration would be 2955 lbs.

GTL

1. #33841 (Brian Linn) adjustments based on Runoffs and other data?

Thank you for your letter. The CRB will continue to monitor the data received on the GTLite class.

Prod General

1. #33936 (James Rogerson) Please Revisit Tire and Wheel Width Rule Letter #33728

Thank you for your letter. There is no change to the original response to letter #33728, which requested that vehicles which are specified to run a MAX 13" diameter wheel be allowed to run a 15x7" wheel when using the B-Spec Hankook or SM Hoosier tire. It pointed at rule 9.1.5.E.8.c as justification to why this should be allowed. Rule 9.1.5.E.8.c allows for an increase in wheel WIDTH only, when running a specific America Racer tire. It does not allow for an increase in wheel diameter, versus what is on a vehicles spec line, which is not the same as what's being requested here. Furthermore, its existence alone is not enough of a justifiable reason for the PAC to make further special tire and wheel package allowances, which are outside the scope of the Production Category. If the goal is to just find a cheaper alternative than the radial or bias-ply slick tires that are common in Prod, with competitiveness not being a concern, then a competitor is free to use a DOT race or street tire that fits their MAX wheel size, as specified on their vehicles spec line.

SM

1. #32619 (Danny Steyn) Spec Miata Parity - VVT vs 99

Thank you for your letter. As indicated in Fastrack, for 2023 the weight of the 01-05 VVT cars has been increased by 25lbs.

STU

1. #33750 (Sean Benson) Eagle Talon TSI AWD Classification for STU

Thank you for your letter. Please refer to GCR Section 9.1.4.H.3. for rules for Turbo charged vehicles in STU.

T1

1. #33780 (MARC HOOVER) Please Reclassify MX5 TURBO

Thank you for your letter. Over the past year, we have repeatedly stated that we are grandfathering pre-existing T1 cars that don't conform to the new T1 3000 lb vision, as long as they are continuously campaigned in the class. We want to see it raced in at least 3 Majors events/season to remain in the class. We admit, the NA, and NB Miata used to be classed in T1, but didn't make it into the new rules. If you are willing to continue to operate under these stipulations, we are willing to put it back in the class.

T2

1. #33908 (Andrew Aquilante) Tires on Honda Civic Type-R (letter 33672)

Thank you for your letter. We will continue to watch this car. We expect to see the larger tires decrease the car's top speed.

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T3

1. #33548 (Kevin Anderson) 2022 BRZ/86 Allowances

Thank you for your letter. After reviewing the qualifying sheet and the race data collected at Sebring, we are confident that this spec line is competitive. We will keep watching it.

Not Recommended

GCR

1. #33871 (Kevin Stuckey) Request for change in rules for car numbering

Thank you for your letter. 3 digit numbers not starting with the number 1 increase the work load in Timing and Scoring.

GT3

1. #33913 (Tim Myers) Audi TCR help GT3

Thank you for your letter. The GT3 class Audi TCR will continue to be monitored in order to evaluate any spec changes.

SM

1. #33901 (Tyler Quance) Re Visit the VVT Weight Penalty

Thank you for your letter. Data boxes were installed in cars at the COTA event and based on your letter the data was evaluated by both the CRB and SMAC. The data from those boxes does not indicate a parity problem or support a change to the rules at this time. SMAC and CRB will continue to monitor BOP and data throughout the 2023 season.

T1

1. #33796 (Paul Easy) Nissan 370Z - request for classification

Thank you for your letter. The car could easily be adapted for T2 or T3. The racing camshaft and ITBs aren't compliant in the Touring classes. We don't believe that the car as you presented it, would be competitive in T1.

T2

1. #33674 (Marty Grand) Reduce Mitsubishi Evo 9 Weight

Thank you for your letter. We would like to see current data on this car before making a change. Please bring it out.

2. #33675 (Marty Grand) Adjust Mitsubishi Evo 9 Spring Rates

Thank you for your letter. We believe that the spring rates are well outside the class standards, and question if the allowed suspension components could safely handle that high of a spring rate.

3. #33928 (Chris Taylor) Honda Type R

Thank you for your letter. We have data from a Civic Type R. We are confident that the car is capable of being competitive. An unrestricted version of this car has competitive power for T2, let alone T3.

T3

1. #33673 (Marty Grand) competitively Class the Honda Civic Type R in Touring 3

Thank you for your letter. Based on public 2022 Runoffs data, the Civic Type R was 3 MPH faster than the winning T2 car. That is not a good fit in T3.

T4

1. #33801 (Randall Smart) Max tire size for 05-10 Mustang V-6

Thank you for your letter. The TAC is working to remove 275 tires from T4. We do not recommend adding them to the spec line at this point.

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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.

GCR

1. #33447 (SCCA Staff) Test Day Corner Staffing Requirement

In Events, GCR section 3.1.5. SCCA Test Days, change as follows:

"F. Staffing and equipment meet the requirements of 5.4. and 5.5-, *with the following exception(s):*

1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person."

Taken Care Of

T1

1. #33776 (Gamaliel Aguilar-Gamez) Moving Porsche Cayman GT4 Clubsport from GT2 to T1 re New T1

Thank you for your letter. The Cayman GT4 is classed in T1.

T2

1. #33860 (John Heinrich) Adjustable stabilizer bar links

Thank you for your letter. Please see letter # 33861 in current Fastrack.

What Do You Think

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c

The Production Advisory Committee is seeking member input regarding the possibility of removing rule 9.1.5.E.8.c:

"9.1.5.E.8.c - Cars using 13" wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire."

The original intent of this rule was to provide a second viable racing tire option to the Production Category when Goodyear stopped production of its bias-ply tires several years ago. At the time, Race Tires America made promises to supply their American Racer asphalt tire in appropriate sizes and road-racing compounds for use in Prod, but was not willing to say that it could be used on a 7" wide tire, which most 13" and 15" wheel applications in Production are limited to. Therefore this allowance was made, with the anticipation that Race Tires America would support it, it would become a viable option in the category, and racers would take up this option. Since then, the following has happened:

- Goodyear has returned to making bias-ply slick tires, as well as a radial slick tire, for Prod competitors.
- The American Racer tire is only produced in the softest compound that Race Tires America offers, which is not intended or viable for the longer circuit-racing events that the SCCA competes in.
- The existence of this rule has been used to argue that even further special tire & wheel package allowances should be made, creating confusion regarding the direction and intent of the tire & wheel rules within the Prod category.

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As of this writing, it is not believed that any current Production racer is actively utilizing this rule, in order to run this tire & wheel package. If there is, and they would like to see this rule continue as-is, please let us know.

RESUMES

T2-T4

1. #33587 (Morgan Trotter) Resume for Touring Advisory committee

Welcome Morgan Trotter to the Committee.