

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | March 5, 2024

The Club Racing Board met by teleconference on February 6, 2024. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

AS

1. #35489 (Daniel Richardson) Response to Proposed Rule Set WDYT

Thank you for your input.

2. #35501 (Pamela Richardson) Support for Letter 35441

Thank you for your input.

3. #35502 (Andrew Aquilante) Support for 2024 Rule Changes

Thank you for your input.

4. #35505 (Jason Conley) Preliminary Rule Changes.

Thank you for your input.

5. #35506 (James Arms) In Favor of Proposed American Sedan Rules

Thank you for your input.

6. #35508 (Thomas Lane) 2024 American Sedan rules.

Thank you for your input.

7. #35535 (Mike Wilkinson) Recent rules changed

Thank you for your input.

8. #35543 (Charlie Richardson) Support for AS

Thank you for your input.

9. #35548 (Chris Majba) Response to WDYT

Thank you for your input.

10. #35551 (Stephen Ott) Proposed rule changes

Thank you for your input.

11. #35557 (Andrew Jones) 2024 AS Ruleset Prelim - Tires RP 10-15 Gen Camaro

Thank you for your input.

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12. #35558 (Andrew Jones) 2024 AS Ruleset Prelim - Restrictor Plate increase: RP 10-15 Ge

Thank you for your input.

13. #35568 (Matt Regan) In Favor of American Sedan Rules Proposal

Thank you for your input.

14. #35593 (Alex Lozano) Unfair BOP With WDYT Ruleset

Thank you for your input.

15. #35594 (Alex Lozano) New Full Prep Head Allowance Needs Restrictor or Weight Penalty

Thank you for your input.

16. #35595 (SCOTT MARCERO) Regarding the New Spec Tire Size of 275

Thank you for your input.

17. #35598 (Chip Herr) February 2024 WDYT

Thank you for your input.

18. #35599 (Kenric Rose) Objection to 275mm Tire Width Proposed Changes.

Thank you for your input.

19. #35600 (Kenric Rose) Objection to Ford Mustang Coupe GT (05-14) Restricted Prep. 295mm

Thank you for your input.

20. #35601 (Kenric Rose) Objection to Dodge Challenger, 5.7L. 6.1L Tire Size Restriction

Thank you for your input.

21. #35602 (Kenric Rose) Objection to Chevrolet Camaro SS (V8) (10-15) RP Restrictor Plate

Thank you for your input.

22. #35603 (Kenric Rose) Clarification Requested - Camaro/Firebird (93-02) Full Prep Head

Thank you for your input.

23. #35605 (Kenric Rose) Objection to 3rd Gen Camaro & Firebird 5.7L V-8 LS1 Cooling Mod

Thank you for your input.

24. #35606 (Kenric Rose) Objection to Cadillac CTS-V Tremec TR6060 Proposal

Thank you for your input.

25. #35607 (Kenric Rose) Objection to Chevrolet Camaro (10-15) Full Prep Weight Reduction

Thank you for your input.

26. #35610 (Kenric Rose) Objection to Weight Change to Pontiac LS2 GTO Restricted Prep.

Thank you for your input.

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27. #35611 (Kenric Rose) Objection to Flo-Tek Heads for Full Prep Cars

Thank you for your input.

28. #35612 (Kenric Rose) Objection to Dog Box Transmissions in Restricted Prep Vehicles

Thank you for your input.

29. #35613 (Kenric Rose) Clarification need: Ford Mustang Coupe GT (05-14) 4.6L RP Weight

Thank you for your input.

30. #35614 (Chris Majba) Response to WDYT - RP Powertrains in Older Camaros/Mustangs

Thank you for your input.

31. #35615 (Chris Majba) Response to WDYT - 5th Gen Camaro

Thank you for your input.

32. #35616 (Jim Jost) AS Rule Changes Support

Thank you for your input.

33. #35617 (Chris Majba) Response to WDYT - WDYT Clarity

Thank you for your input.

34. #35618 (Evan Pecore) Support for Letter #35441 - Proposed 2024 Rule Changes

Thank you for your input.

35. #35619 (Kurt Rezzetano) Support for Tire Size Changes in Proposed 2024 Rules

Thank you for your input.

36. #35621 (Nathan Hamlisch) Tire Rule Standardization

Thank you for your input.

37. #35626 (David Sanders) In Favor of New AS Ruleset

Thank you for your input.

38. #35630 (Mark Wheaton) WDYT AS rules proposal/Challenger 6.4

Thank you for your input.

39. #35632 (Chris Majba) Response to WDYT - FloTek Heads

Thank you for your input.

40. #35634 (Chris Majba) WDYT - Final Thoughts

Thank you for your input.

41. #35635 (Desi colon) Advocating for the New Rules in American Sedan

Thank you for your input.

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42. #35637 (Kristian Bezanis) In Support of Proposed Rule changes

Thank you for your input.

43. #35638 (Christopher Rallo) Support of Rule Changes

Thank you for your input.

44. #35639 (Jonathon Reitz) In Favor of Proposed AS Rule Changes Jan 2024

Thank you for your input.

45. #35646 (Steve Tumolo Jr) In Support of Proposed 2024 American Sedan Rules

Thank you for your input.

46. #35647 (Jay Pistana) Opposition to Common Tire Proposals

Thank you for your input.

47. #35648 (Jay Pistana) Opposition to Cylinder Head Proposals

Thank you for your input.

48. #35654 (Joe Spryshak) Opposition to 275 Tire Width Proposal

Thank you for your input.

49. #35668 (Sterling Philippon) In Support of Proposed Rule Changes

Thank you for your input.

50. #35685 (Justin Hutmacher) Rising Costs of American Sedan

Thank you for your input.

51. #35699 (Norm Benson) Comments on the proposed new rules

Thank you for your input.

52. #35701 (Brian LaCroix) What do you think - New AS Rules Thoughts

Thank you for your input.

53. #35707 (Douglas Cross) In Support of Rule Changes

Thank you for your input.

54. #35720 (Jason Smith) In Support of New AS ruleset WDYT #35441

Thank you for your input.

55. #35745 (Curt Faigle) In Support of WDYT

Thank you for your input.

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B-Spec

1. #35462 (Steven Pounds) Tire Rules

Thank you for your letter. The committee selected the spec tire that most closely aligned with the results of the survey that was sent out to the class. Contingency was noted as one of the lowest priority parameters for the selection of the new tire with cost and longevity being among the highest.

GCR

1. #35310 (Laurie Sheppard) Clarify Alternate SOM Model v. Small Regional Event Steward Model

Thank you for your request to clarify the difference between Appendix O. Small Regional Event Steward Model and GCR 5.12.1.C. Alternate SOM Model.

The two provisions are distinct and are intended to address different situations. Appendix O is intended for small events with fewer than 70 entries and requires only two Stewards to manage the event. The Alternate SOM Model impacts only the GCR requirements for the SOM and still requires a Race Director and a Safety Steward to be GCR compliant. There may be other licensed stewards at the event but their assignments (Operating Stewards, SOC, etc) prevent them from participating on the SOM Court. This section allows experienced drivers to act as members of the SOM as temporary stewards. It also gives drivers exposure to the Stewards Program and is a good recruiting tool.

2. #35738 (Samuel Solomon) Inquiry regarding 9.3.19.C.1

Thank you for your letter. Stitching added to a driving suit must not negatively impact the manufacturer safety rating of the suit.

ITR

1. #35641 (Christopher Rallo) HP Used for 3rd Gen Camaro

Thank you for your letter. The 1989 Chevy Camaro horsepower was 215 and a new weight of 3251 pounds.

T1

1. #35291 (Tim Myers) Feedback letter #34672, NO DATA REVIEWED

Thank you for your letter. We welcome constructive comments.

T2

1. #35233 (Michael Kamalian) 2018+ Mustang GT Allowances and Clarification

Thank you for your letter. Please work directly with other members to help answer your questions pertaining to your car. TAC has tried to maintain a dialogue, without response.

T2-T4

1. #34982 (RYAN SAARI) C63 Classification Request

Member hasn't replied to emails. If member is still interested in classing this car, please provide all of the information needed to complete a T2 Spec line.

2. #35417 (William Hammac) Request classing of 2014 Audi TT 2.0L Mk.2.

Thank you for your letter. Letter writer decided to build the car for STU.

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Not Recommended

B-Spec

1. #31559 (Tony Roma) Adopt Some Lines From SM Rules

Thank you for your letter. This change is not recommended at this time.

2. #34880 (Charles Davis) 09-14 Honda Fit Weight Reduction

Thank you for your letter. Competitive as classified.

P1

1. #35716 (Perry Richardson) Begin Tracking of Non-Ferrous Brakes in P1

Thank you for your letter. The Club Racing Board does not recommend this change. P1 is a development class in which a majority of respondents to a 2023 survey favored retaining non-ferrous/carbon-carbon brake systems, and penalizing development within the rules would be contrary to the class philosophy. Although Balance of Performance (BoP) adjustments are used to permit different platforms to race together in the same class, the criterion for a BoP adjustment is limited to the analysis of a car's acceleration rate in a speed range before aerodynamic drag has a significant effect — typically between 60 and 100 mph. BoP adjustments are not used to equalize lap-time performance or ensure overall competitiveness, and the CRB does not adjust power or minimum weight based on the use of different brake systems, aerodynamic configurations, or chassis setups. BoP adjustments based on the type of brake system used would be particularly infeasible, given that driver technique during braking is highly variable, unlike driver technique under full-throttle acceleration.

GCR

1. #35680 (James Kuhlman) Sunroof Material in 9.3.17

Thank you for your letter. The Club Racing Board does not recommend this change. The rule is adequate as written. If specific applications should be considered, please submit a letter with those specifics to the CRB.

EP

1. #35631 (Omer "Buddy" Norton) Competition Adjustment for Caterham 7, Pages 477-478 of the GCR

Thank you for your letter, but adjustments for this specification are not recommended at this time. It is known that the Caterham is down in trap speed relative to most of its competitors, but it's also one of the class leaders in most of the other performance metrics, including acceleration rate up to a certain point before aero dependency becomes a large factor. If enough power is added to overcome that top-speed deficiency on faster tracks, then the car will become an outlier in acceleration rate between and out of corners, and dominate on slower speed tracks. The goal is to try and balance the average all of the performance attributes for every car, across an average of every track, and it is believed that the Caterham currently falls within that goal.

FP

1. #35645 (Mike Gnadt) Waiver of GCR Section 7.b

Thank you for your letter, but this is not recommended. There is no desire to waive the non-stock brakes weight adder for specific cars, and begin arbitrarily applying it. If the letter writer believes that the current base weight for this car should be re-evaluated, then that should be looked at independently.

HP

1. #35794 (Jack Schulz) Spidget 1275 HP Specs

Thank you for your letter, but no further adjustments are going to be considered for this classification at this time. The effects of recently made changes need to be fully realized first.

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STL

1. #35688 (Caleb Patrie) OEM Brake Rotor Diameter

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

STU

1. #35735 (Anthony Piselli III) Subaru EJ20X/Y

Thank you for your letter. For consideration, please see GCR Section 9.1.4.G.2. for procedure to have the engine to be reviewed for classification. Please submit a new letter with required documentation.

T1

1. #35714 (Bill Baten) Requests for 2010-15 T1 Camaro Spec Line 1135

Thank you for your letter. We are concerned about the competitiveness of the T1 Camaro. We have already instituted changes since your last race at the June Sprints. It is currently 125 pounds lighter than it was at that time. If it is not an OEM LS3, the FPR is also larger than it was at that time. Please race again so we can see data on how these changes affected the car.

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. #35260 (Paul Gauzens) Change GCR 7.2 to implement SMX Fines & Consistent Camera Rule

In SMX, GCR section 9.1.7.1.D.21, change as follows:

"Cars running in the Spec MX-5 must have *a functioning video recorder/camera* recording capability and it must be functional during *all* qualifying and race sessions *as described in 9.3.11*. The SCCA reserves the right to ask for and receive any video recording to be used for appeal decisions, and/or marketing purposes. *Upon request by an SCCA official, competitors must provide their video recording/data, which may be used by the SCCA for any purpose including but not limited to rule enforcement and marketing*. Failure to comply with a video request from *an* officials, or having *a* non-functioning video *recorder/camera*, *will may* be grounds for penalty or disqualification.

~~a. Vehicle is required to use at least one (1) forward facing video recording device while on track; the following is required:~~

- ~~1. Video format must be a digital file to be viewed in an MS Windows compatible standard viewer.~~
- ~~2. Camera must capture at least the "driver's eye view."~~
- ~~3. Camera must produce files with the correct time and date.~~
- ~~4. Failure to comply will incur penalties and logbook documentation as stated in Table 18."~~

In SMX, delete in its entirety Table 18: Video Camera Infractions.

In SMX, GCR section 9.1.7.1.D.23, change as follows:

"Penalties Clarification – *Non-Compliant Parts*"

In SMX, GCR section 9.1.7.1.D.23 table, change as follows:

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~~Any entrant found non-compliant in the following areas may will be penalized as follows:~~

Level	Infraction	Penalty
1	Non-compliant modification to any of the spec parts, engine components, ECU/Electronics or modification to the chassis.	May preclude <i>suspend</i> the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 1 infraction carries a \$1,000 fine.
2	Non-compliant modification to the suspension or drivetrain outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May preclude <i>suspend</i> the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 2 infraction carries a \$500 fine
3	Use of an unauthorized or non-compliant part, engine component, ECU/Electronics or chassis or chassis part.	May preclude <i>suspend</i> the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 3 infraction carries a \$1,000 fine
4	Non-compliance (non-modification such as incorrect part) Use of an unauthorized or non-compliant for any of the suspension or drive-train part or component outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May preclude <i>suspend</i> the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 3 <i>4</i> infraction carries a \$500 fine

In Range of Penalties, GCR section 7.2, change as follows:

~~"A. Fine (\$1-\$99)~~

~~B.~~*A.* Reprimand NOTE: A reprimand against an SCCA member ~~shall~~*must* be noted in his license file.

B. Reprimand – Non-Compliance Technical Specifications

1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)

C. Fine (\$100-\$249)

D. Loss of event points

E. Fine (\$250) NOTE: All fines must be in whole dollar amounts only.

F. Loss of Time, Lap, or Finishing Position

G. Fine – Non-Compliance Technical Specifications

1. FE/FE2, GCR 9.1.1.1.2.T. Penalties (Specific to Enterprises Spec Cars)

~~G.~~*H.* Probation of competition privileges

The probation is effective immediately. If available, the SCCA member card should be surrendered to the Chairman SOM or the National Office. If a fine is imposed, the conditions set forth in the probationary license will not be met until the fine is received by the Chairman SOM or the National Office. Any member on probation must notify the event Race Director or Chief Steward

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prior to his first on-track session or beginning his assigned official's responsibilities. Failure to notify the Race Director or Chief Steward is a violation of probation.

1. Length of Probation

Probation may be up to 12 months; or it may be specified as a number of SCCA Road Racing event days or SCCA Road Racing event weekends.

2. Term(s) of Probation

A member on probation may be restricted to competing in his Division; limited to competing in certain types of levels of events; or required to perform specified event-related activities, including attending an SCCA Drivers' School. Participating in SCCA Test Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation.

3. Violation of Probation

Failing to comply with the probation terms may result in further penalties assigned by a review committee appointed to hear the violation, by Driver or Official Review, or by the SOM at the event where the violation occurs.

I. Probation – Non-Compliance Technical Specifications

1. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 21 Mandatory Video Camera (Specific to Spec MX-5 Cars)

~~H~~.J. Disqualification

An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, including points, participation, and race start credit, in the competition or event, are automatically forfeited.

~~I~~.K. Suspension of license privileges

SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. A license holder whose privileges are suspended must immediately surrender his license to the Chairman of the SOM, review committee, or Court of Appeals. The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chairman of the SOM, review committee, or the National Office.

A member whose Competition License has been suspended ~~shall~~ **must** not participate in a Road Racing event using any other grade or form of competition license. When the suspension is the result of a non-compliant vehicle, the infraction ~~shall~~ **must** be noted in the Vehicle Logbook.

The suspension document for a License holder will note whether a member whose license privileges have been suspended may participate in further Road Racing events in another capacity using another type or grade of license.

L. Suspension of license privileges – Non-Compliance Technical Specifications

1. FE/FE2, GCR 9.1.1.1.2.T. Penalties (Specific to Enterprises Spec Cars)

2. Spec MX-5 (SMX), GCR 9.1.7.1. Rule 23 Penalties – Non-Compliant Parts (Specific to Spec MX-5 Cars)

3. Spec Racer Ford (SRF/SRF3), GCR 9.1.8.D.1.T. Penalties (Specific to Spec Racer Fords)

~~J~~.M. Loss of accrued points - A competitor may be penalized all points accrued during the current season.

~~K~~.N. Expulsion from SCCA - A member may be expelled from the SCCA as provided in the SCCA Bylaws."

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T1

1. #35886 (Club Racing Board) Touring 1 Homologated Cars

In GCR, Section 9.1.9.1.N., add second paragraph as follows:

"Any T1 participant who enters a car that is listed in the "T1 GT4" or "Touring 1 Homologated Cars" spec lines must have the specifications for the car as homologated by the manufacturer readily available for review by SCCA stewards and officials. The participant also must ensure that copies of the same are on file with the SCCA Technical Department in advance of the start of the event in which they will be competing. Deadlines for submission of this information may be set in the event Supplemental Regulations or by other means."

Taken Care Of

AS

1. #35620 (Kurt Rezzetano) Header Allowance for 93-02 F Body Camaro/Firebirds with LS1

Thank you for your letter. Please see letter # 35713 in March Fastrack. Headers were added to the spec line.

B-Spec

1. #35338 (Josh Schmidt) ABS Ice Mode Safety

Thank you for your letter. This topic will be covered as a "What do you think?" as a response to letter #35321.

2. #35368 (David Oliveira) Opinion on Allowing Alternate ABS Units in B-spec

Thank you for your letter. This topic will be covered as a "What do you think?" as a response to letter #35321.

3. #35792 (Mark Wheaton) Wheel Spacers

Thank you for your letter, the BSAC has already made a recommendation to the CRB to revise this rule based on member feedback. Please see response to letter #35466 in current Fastrack.

GCR

1. #35687 (Caleb Patrie) Revision of GCR 9.3.17

Thank you for your letter. Please see the response to letter #35680 in this Fastrack.

2. #35749 (Robert Heatwole) Rain Lights

Thank you for your letter. Please see the response to letter #35307 in the March 2024 Fastrack Technical Bulletin. Cars competing in classes other than Formula and Sports Racing classes (excluding SRF and SRF3) are not required to use the 2019 FIA rain light.

What Do You Think

B-Spec

1. #35321 (David Daughtery) Stand alone abs controller

The BSAC recently received a request to permit the use of a flashable MK60 ABS unit so that the factory ABS can be reprogrammed for motorsports use. The flashable Mk60 unit this letter discusses is out of production and only used examples are available on the secondary market. The typical cost of these units is \$2,000 or more.

The only new MK60 units available have fixed programming that can't be easily modified. For example, Mazda 2 has the Mk60 ABS system, but not the 'motorsports' programable version that could be a solution for this issue. The only turnkey motorsports ABS solution that is currently on the market is the Continental RSX system that retails at \$8,000 plus programming costs.

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The BSAC is soliciting member feedback on what the class would be willing to spend in order to have programable ABS in these vehicles, with the understanding that the above prices are the range of what these systems would cost. In other words, what dollar figure would our drivers be willing to spend in order to potentially eliminate this issue?

GCR

1. #35697 (Norm Benson) Please add Window Net/Arm Restraint Wording

The Club Racing Board is seeking member input on the possible use of driver arm restraints in lieu of window nets in cars currently required to use window nets. Please reply via the CRB letter log system.

RESUMES

1. #35304 (Blair Deffenbaugh) Resume for Consideration

Thank you for your letter. This resume can no longer be accepted as Blair has taken a Staff role with SCCA.