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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | April 2, 2024

The Club Racing Board met by teleconference on April 2, 2024. 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: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liaisons; Deanna Flanagan, Director of Program Services, Jon Krolewicz, Sr Manager of Program Development, Jeff Barrow, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #35903 (Steven Pounds) Support for Letter #35742

Thank you for your letter.

2. #35905 (Steven Pounds) Feedback on Letter #35466

Thank you for your letter. The updated offset rules were written specifically to allow differences in offset front to rear in order to assist in fitment with the wider Goodyear tires, which some vehicles were having clearance issues with. While allowing different offsets front to rear does allow the use of wheel stagger as a chassis tuning tool, wheel spacers are not an expensive purchase and it is a chassis tuning method the committee is perfectly fine with allowing racers to explore.

3. #35906 (Steven Pounds) Feedback to Letter #35321 Standalone ABS

Thank you for your letter.

4. #35917 (Mark Wheaton) Programmable ABS

Thank you for your letter.

FA

1. #35909 (Dean Turnbaugh) Modernization Request-Pro Formula Mazda

Thank you for your letter. The Pro Formula Mazda is classified as a "Spec Line Car" under FA Table 2 because its engine, transmission, and overall bodywork dimensions do not comply with the general FA rules in GCR section 9.1.1.A and FA Table 1. The Honda K20Z3 engine is an option for cars that comply with the general FA rules. Please see FA Table 1, Spec Line G, and GCR section 9.1.1.A.2.c. To take advantage of the Honda K20Z3 engine option, a Pro Formula Mazda chassis needs to comply with all of the general FA rules, including but not limited to the 90 cm maximum height of the bodywork and aerodynamic devices in section 9.1.1.A.1.g.1, the 130 cm maximum bodywork width behind the front wheels in section 9.1.1.A.1.g.2, and the maximum of five forward speeds in section 9.1.1.A.3.a.

P1

1. #35869 (Gregory Case) Rain Light Addition/Clarification

Thank you for your letter. Rain lights in Technical List No. 19 meet the previous 2008 FIA specification, while rain lights in Technical List No. 76 meet the current 2019 FIA specification. A significant difference exists between the two specifications. Rain lights that meet the 2019 FIA specification are more than three times brighter than rain lights that meet the 2008 FIA specification. When researching the subject, the FSRAC and the CRB reviewed video footage of formula and sports racing cars in SCCA rain races, and the visibility of the cars ahead was clearly a function of the level of brightness from individual rain lights. Please see the response to letter #34859 in the November 2023 Fastrack. The FSRAC and the CRB concluded that the

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current 2019 FIA standard's three-times-brighter specification would have made a significant difference in the visibility of the cars ahead in these rain races, providing a measurable improvement in the safety of the competitors. The CRB's decision to follow the current 2019 FIA specification for F/SR rain lights was based on choosing the standard that afforded the level of safety believed to be appropriate for these cars.

P2

1. #35833 (Bart Wolf) CN Spec Bodywork

Thank you for your letter. The Group CN spec line allows competitors to use bodywork permitted in the V de V European Proto Endurance Challenge series, and the regulations for that series permit the use of carbon fiber bodywork.

2. #35834 (Bart Wolf) CN Spec Air box

Thank you for your letter. The Group CN spec line does not require the original airbox. There are no restrictions on the intake system upstream of the 64mm single throttle body and 50mm flat plate intake restrictor.

GCR

1. #35860 (SCCA Staff) Race Experience/9.3 Comparison

Thank you for your input. The differences in GCR class racing versus the requirements and specs of Race Experience are noted.

2. #35904 (Steven Pounds) Support for Letter #35858

Thank you for your letter in support of Flagtronics systems being installed within reach of drivers. Please see the response to letter #35858 in this Fastrack's Technical Bulletin.

3. #35915 (David Mead) Window Net/Arm Restraints

Thank you for your input regarding the use of arm restraints in lieu of window nets.

General

1. #35135 (Armen Megregian) Super Tour 3 day Race Schedule

Armen, Thank you for your letter and concern about the HST schedule. Time is a precious commodity on HST weekends and we are working to improve the experience for everyone. We will take your preference as well as others into consideration as we move forward in planning for 2025 and beyond.

2. #35373 (Peter Zekert) Runoffs 2024 B-Spec and GTLite schedule

Peter, Thank you for your continued support of SCCA Road Racing. As you know scheduling for Runoffs is a difficult and arduous task. While it is doubtful we can meet your specific requests, the Staff and CRB will do what it can to accommodate your multi-class Runoffs aspirations.

3. #35841 (David Fiorelli) Runoffs Format Proposal

David, Thank you for your suggestion. The CRB, Staff, and BoD Liaisons have been working on various planning matters including Runoffs scheduling and the continued demand for a shortened event. Split scheduling of the event was one of the topics on our agenda. Much progress has been made and we look forward to continuing this work in the weeks to come. Stay tuned.

4. #35910 (Peter Olivola) Super Tour Race Format

Peter, Thank you for your suggestion.

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5. #35929 (Michael Varacins) Return to Single Race Events

Michael, Thank you for your suggestion and thoughtful comments. The CRB, Staff, and BoD Liaisons have been working on scheduling and will consider this option for future events.

6. #35931 (Michael Varacins) Mandated Split of Big Bore Open Wheel Group at HST Events

Michael, Again, thank you for your comments. Track time is a precious commodity on a race weekend, especially at our highly subscribed events. Unfortunately, mixed class run groups are the norm for all but the largest classes. We do however wish to provide the best experience and quality track time to all competitors and understand that composition of the run groups has a significant impact on such. We will continue to try to improve the run groups and schedules. We appreciate your continued support and participation in the SCCA Road Racing Program.

GT2

1. #35747 (Andrew Aquilante) Wrong Information for Letter #33759/Corvette C8

Thank you for your letter and for your comments.

2. #35838 (Kristofer Olson) GT2-ST Acura NSX Spec-line change

Thank you for your letter. Please see the CRB response to your request letter #35009 in current Fastrack.

3. #35856 (Kristofer Olson) GT2-ST Acura NSX Spec Line Request

Thank you for your letter. Please see CRB response to your request letter #35009 in current Fastrack.

GT3

1. #35806 (Taz Harvey) Allow the Civic TCR a Chance

Thank you for your letter. Please see the CRB response to your earlier request letter #35482 in current Fastrack.

GTx

1. #33829 (Dominic Starkweather) Saleen S1 Cup car to Compete in GTx

Thank you for your letter. Please the CRB response to your request letter #33522.

Not Recommended

AS

1. #35642 (Art DeFraites) 4.6 3V Motor

Thank you for your letter. The car is adequately classified as is.

C-Spec

1. #35853 (Gabriel Fehribach) 2010-2013 Mazda3i MZR

Thank you for your letter. The addition of aftermarket rear sway bars for C-Spec was not recommended by the committee at this time as we would like to see more of these cars actually on track before approving additional parts. The committee is open to permitting aftermarket sway bars in the future, but would likely do so across the entire category, not just for individual cars.

Additionally, aftermarket end links are already permitted in B/C-Spec under rule #36 "Adjustable sway bar end links may be used on all cars." The committee understands this allowance is easy to miss as it is at the end of a long paragraph that covers various aspects not related to these parts. We are slowly working towards revisions of the rules that will make them easier to read in the future, especially given that B and C-Spec are now sharing a ruleset.

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P2

1. #35836 (Bart Wolf) CN Spec 55 mm FPR

Thank you for your letter. The Club Racing Board does not recommend this change. In the P2 class, Balance of Performance (BoP) adjustments are not used to equalize top-speed performance, which is heavily affected by the balance of aerodynamic efficiency versus the downforce package chosen by the driver. If top-speed performance were a basis for BoP adjustment in P2, no change would be needed: race performance data obtained in several recent events from the subject CN platform and various cars using motorcycle engine-based platforms does not indicate that the CN platform has a top-speed performance disadvantage. In P2, the criterion for a BoP adjustment is limited to the analysis of a car's longitudinal acceleration rate in a speed range before aerodynamic drag has a significant effect—typically between 60 and 100 mph. The data does not indicate that the CN platform has a performance disadvantage in its acceleration rate, so no justification exists for changing the size of the CN platform's flat plate intake restrictor at this time.

GCR

1. #35569 (Greg Amy) Fire Bottle for SMX

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #35381 in the January 2024 Fastrack.

2. #35897 (Greg Amy) Letter #35697 Arm Restraints in Closed Cars

Thank you for your input regarding the use of arm restraints in lieu of window nets.

GT2

1. #33522 (Dominic Starkweather) Saleen S1 Cup Car to Compete in GT2

Thank you for your letter. The CRB believes that this car is properly classed in GTX.

GT3

1. #35482 (Taz Harvey) Honda TCR Weight

Thank you for your letter. The CRB will continue to monitor SCCA collected data.

Prod General

1. #35919 (Brian Downey) 5 Speed Transmissions

Thank you for your letter, but allowing a higher quantity of gears beyond what a car came with originally, is not within class philosophy. If the competitive balance of a particular car is in question, then a suggestion should be made for an adjustment that's within the usual philosophy of the Production category.

STL

1. #35880 (Kyle Freiheit) Miata B6T Cylinder Head Request

Thank you for your letter. The use of the B6T cylinder head in STL is not consistent with class philosophy.

2. #35961 (Bill Damron) Question Regarding Valve Seat Angle & Seat Spacer

Thank you for your letter. We allow valve seat angle to be open but a spacer is a separate part and not encompassed in our open seat angle allowance.

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T1

1. #35887 (Garry Crook) C8 Corvette T1 Restrictor Plate Rule

Thank you for your letter. We would like to collect data on this car in fully prepared condition. This includes top-of-the-line tires. We are not prepared to make this change at this time.

T3

1. #35751 (Marshall Mast) Solstice Help to Match Changes in Class

The Touring committee is receptive to your request, but we are still operating on very limited data. Please consider attending a HST where we can collect data for analysis.

2. #35890 (Simon Foweather) Request to Adjust the Nissan 350Z/370Z

Thank you for your letter. We will continue to monitor the class, but previous data shows the car is competitive.

3. #35912 (Christopher DeShong) Power Increase for N/A Under 3L Cars

Thank you for your letter. We like to handle BOP adjustments on a car-by-car basis. We don't wish to make large-scale changes at this time.

4. #35913 (Christopher DeShong) T3 Under 3L Tire Sizes

Thank you for your letter. We like to make BOP adjustments on a car-by-car basis. We don't wish to make this change at this time. Increasing tire size this much may not actually benefit these cars as much as you think.

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. #35655 (Steve Pence) Proposed Change to GCR 8.2

In Hearings and Judgements, GCR section 8.2, change as follows:

"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include 3rd parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. ~~Each party or witness must be heard separately and privately. The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to hear, read, and view all evidence presented to the SOM, including but not limited to videos. A party is not entitled to receive a copy of a video obtained from another party or witness, nor shall the protesting party be permitted to view items subject to a mechanical protest.~~"

2. #35665 (Richard Muise) Steward Hearing and Minors

In Hearings and Judgements, GCR section 8.2, add the following:

"For the purpose of this section, the term "party" means anyone who has protested or been protested, or who is the subject of a Chief Steward's Request for Action, in addition to anyone found to have been involved with and possibly responsible for the incident(s) in question. *Where one of the parties is a minor, it is recommended that one adult (parent, guardian, or other) accompany the minor to the hearing, with the understanding that it is only the minor who is being interviewed (unless the parent, guardian, or other adult is also a witness).*"

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Taken Care Of

AS

1. #35643 (Art DeFraites) 4.6 3V Motor Build

Thank you for your letter. A member of the committee reached out and clarified the rule.

2. #35644 (Art DeFraites) 4.6 3V Motor Weight Reduction Guidance

Thank you for your letter. A member of the committee reached out and clarified the rule.

3. #35760 (Art DeFraites III) Verifying A Sedan Specification Line Clarification

Thank you for your letter. A member of the committee reached out and clarified the rule.

GCR

1. #35801 (Mike Smith) Penalties for SMX 9.1.7.1.20 Mandatory Video Camera

Thank you for your letter. Please see the response to letter #35260 in the April 2024 Fastrack Technical Bulletin.

General

1. #35690 (Armen Megregian) Follow up to Letter #35135

Thank you for your letter. Please see letter # 35135 in current Fastrack.

ITS

1. #35982 (Jeff Giordano) Requesting ITS spec line adjustment for the MX-5 (NC)

Thanks for your letter. Please see letter # 35968 in current Fastrack.

FP

1. #35911 (Perry Simonds) Performance Parity

Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

2. #35914 (Paul Jensen) Request to Slow the 1.8 Liter Hondas

Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

3. #35928 (Doug Weaver) FP Equality

Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

4. #35939 (Bill Hingston) Requesting Restrictor Plate for Honda and Acura Powered Cars

Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

5. #35967 (Mason Workman) FP - Balance of Performance

Thank you for your letter. Please see response to Letter #35896 in current Fastrack.

HP

1. #35960 (Greg Plush) 5 speed transmission

Thank you for your letter. Please see response to Letter #35919 in current Fastrack.

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T2

1. #35791 (Clark Giguere) Battery Weight Reduction Limit

Thank you for your letter. There was a recent change to the battery rules. The weight requirement has already been removed. "Batteries may be replaced provided the replacement is capable of starting the car. Batteries may not be relocated unless noted on the spec line. Batteries must be adequately secured. Battery labeling must conform to 9.3.35.D."

T4

1. #35845 (Coyote Black) ND2 MX-5 Addendum

Thank you for your letter. Please see letter # 35837 in current Fastrack.

What Do You Think

None.

RESUMES

IT General

1. #35571 (Club Racing Board) Resume for ITAC

Barry Borgschatz has been added to Improved Touring Advisory Committee.