

CLUB RACING BOARD

NOTE: This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about February 20.

CLUB RACING BOARD MINUTES | February 4, 2020

The Club Racing Board met by teleconference on February 4, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #28125 (James Rogerson) Request to Classify Four Door Chevy Sonic Sedan
Thank you for your letter. Please refer to letter #27948 in the current Fastrack.

F

F5

1. #28185 (Jim Murphy) Request to clarify rule change procedure for F500 rear spoiler
Thank you for your letter. The Club Racing Board recommended this rule change in March 2018. Please see the response to letter #23870, April 2018 Fastrack Minutes. After the proper comment period, the Board of Directors approved the proposed change as recommended in its August 2018 meeting. Please see the response to letter #23870, October 2018 Fastrack Board of Directors Minutes. The rule change went into effect January 1, 2019.

FM

1. #28019 (Melvin Kemper) Opposed to Including FM In the Proposed Formula X Class
Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

FX

1. #28465 (Dale VandenBush) Question for FM/FX
Thank you for your letter. The Formula X class was not intended to be an "incubation" class created for the purpose of allowing included cars to potentially become separate U.S. Majors classes.

P1

1. #28198 (Keith Carter) Request more data input with data boxes
Thank you for your letter. The CRB appreciates the concern for collecting sufficient data for decision making. There are many factors that influence data collected at any given event; track configuration, weather conditions, and most important entry list. For Major's events the entry list is reviewed and must represent a reasonable mix of engine platforms for data to be collected. The CRB will continue to monitor the entry lists and collect data where there is a reasonable expectation of good data being available.
2. #28400 (Michael Major) P1 Sealed 2.0L Engines
Thank you for your letter. Competitors have always had the ability to choose between running a DP02-spec sealed 2.0L engine without an inlet restrictor under Line F or an unsealed 2.0L engine with a 30mm SIR under Line G. Delaying the previously announced sunset date for the DP02-spec sealed engine option until 1/1/2021 does not affect a competitor's ability to run an unsealed 2.0L engine during the 2020 season.

GCR

1. #27871 (Jim Creighton) Windshield Clips/Straps

Thank you for your letter. The new rule is appropriate as written in 2020 GCR 9.3.55.

2. #28248 (C W Armbrust) F&C Licensing

Thank you for your letter. It has been forward to the specialty license division.

GT2

1. #28042 (Phillip Reith) Request to Reintroduce Rear Spoiler

Thank you for your letter. A rear spoiler has not been prohibited in GT2.

2. #28127 (Alex Phelps) In Regards to Letter #27570

Thank you for your letter. Please see letter # 28119 in current Fastrack.

3. #28180 (Jon Anderson) Request adjustments for C5 corvette (1997-2004)

Thank you for your letter. Please see letter # 27961 in February 2020 Fastrack.

GT3

1. #28183 (Mark Crellin) Request Nissan 200 SX Classification

Thank you for your letter. Car and engine are already classified in GT3.

Prod General

1. #27529 (Peter Jankovskis) Request all current BSpec cars be allowed to compete in HP

Thank you for your letter. The Production Advisory Committee (PAC) is committed to creating, managing, and balancing Production classifications and Production cars. The PAC does agree that every car actively being raced in B-Spec should have an available classification in Production. Effort has been made over the past several months to make the necessary additions to Production so that every make/model that was raced in BS at the 2019 Runoffs, now currently also has a Production classification that it could compete under. If there are any B Spec racers whose vehicle is still not included in Production, and they are interested in competing in Production, they are urged to send in a letter for Production classification. Please note that by running under a Production classification, the competitor is expected to compete to the 9.1.5 Production Category rules of the GCR.

Please also note the current existence of Production Category rule 9.1.5.B.5, which allows Improved Touring cars (a non-Runoffs eligible category) to compete in the Production class in which the same make and model car is classified, but wholly under the preparation, modification, and classification of their Improved Touring spec line and the Improved Touring rules.

2. #28245 (WILLIAM TRAINER) Metal Shims to Attain Compression

Thank you for your letter. It is believed that this would already be considered legal under the rule 9.1.5.E.1.m.1 and 9.1.5.E.1.m.1: "The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted."

Strategic

1. #26991 (Harley Kaplan) Time to change the show

Thank you for your letter. The CRB has been working closely with the committees to monitor and classify cars as required in each category. For 2020, the Runoffs qualification criteria have changed from "starts" to "finishes".

STL

1. #27816 (Jacob Clark) Request to Classify K20A

Thank you for your letter. The JDM and Euro K20s are STL legal with the use of the USDM intake manifold, 11.0:1 compression and 0.425 valve lift or the USDM OEM cam shaft. Aftermarket pistons are allowed in STL to achieve the 11.0:1 compression ratio.

STU

1. #27632 (Eric Heinrich) Request small displacement NA engines intake/tb

Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis.

T2-T4

1. #27901 (Raymond Blethen) Request to Restrict Jack Point Size

Thank you for your letter. We will monitor this situation and if it becomes a problem, we will make a change.

Not Recommended

B-Spec

1. #27718 (G. Brian Metcalf) Request to Allow All Base Model Mini Coopers in B-Spec

Thank you for your letter. Please refer to letter #27861 in the current Fastrack.

2. #27970 (Chris Salyer) Request for Mazda 2 Radiator

Thank you for your letter. The CRB does not recommend opening the radiator to any aftermarket part on the Mazda 2. When a cooling solution for the Mazda is identified with part numbers we will consider their inclusion.

FA

1. #28179 (Dudley Fleck) Request Inlet Restrictor change

Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FF

1. #28133 (Joseph Marcinski) Request new FF parts approval

Mr. Joseph Marcinski, Letter # 28133

Thank you for your letter of January 6, 2020 concerning an alternative piston, rings, wrist pin and valves for Formula F. Although your letter failed to designate what engine these parts were intended for, we will assume that it is the Ford Kent 1600 cross-flow.

First, your letter provides no detail concerning the Manley valve(s) you propose for use. No part number, drawings, part(s) or dyno comparison. It is not possible for this part to be evaluated on what has been submitted.

Be advised that JE submitted a request for approval of a piston on or about November 9, 2018 for the Ford Kent 1600 cross-flow engine through SCCA's letter system. That request included an engineering drawing of the piston, but did not include dyno comparison results or a sample part. It was further unclear to the FSRAC at that time, and to this day, whether JE has actually manufactured a piston or has simply produced a drawing and will produce such if asked to do so. The FSRAC recommended to the CRB that the request be denied. The CRB accepted that recommendation and published notice thereof in the January 2019 Fastrack. A follow-up inquiry was made by JE's Jim Irwin concerning the request and a response was provided by the FSRAC Chairman, David Locke, on February 1, 2019. The letter advised Mr. Irwin that the FSRAC did not see evidence of a need for an alternative Kent piston, but assuming that such need could be demonstrated a dyno comparison to the currently approved piston would be required. Locke welcomed further submission of dyno test results and a sample piston; to date JE has not made further inquiry or submission on this matter.

As you may or may not be aware, about twenty (20) years ago parts for the Kent engine were in very short supply and the quality of those available were questionable. Since that time members of the Formula F community have worked to produce parts, including a block, which have proven to be of good quality and provide a useful engine life many times that which existed previously. In the absence of a proven shortage of parts, or valid reason for approving "alternative" parts, we do not believe it prudent to introduce such into the stream of competition. Even "if" the proposed parts are dimensionally the same, differences in material composition and processing could result in a part that would not produce the same power or worse yet, longevity. It would at a minimum introduce a variable into the class that could result in "perceived" performance differences which we believe would have a negative impact upon its overall health.

Thank you for your continued support of Formula F and the SCCA.

P2

1. #28072 (GREG GYANN) No Assisted Shifting for FIA Group CN Cars in P2

Thank you for your letter. The Club Racing Board does not recommend this change. The Group CN spec line divides equipment into two categories: (1) certain listed components of the original FIA homologation that competitors are required to use; and (2) certain listed components permitted by the premier V de V Endurance Series that competitors are allowed to use. The shifting

system is not one of the original FIA-homologated components that competitors are required to use, but assisted shifting is one of the components permitted by the V de V Endurance Series that competitors are allowed to use. The intent of the spec line is to allow CN cars to run in P2 as they run in the V de V Endurance Series, and to control the cars' performance in P2 by the use of an appropriately-sized flat plate intake restrictor, as determined by rate-of-acceleration data obtained by the SCCA. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

GT2

1. #28028 (Barry Boes) BOP of TA2 Cars in GT2

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

2. #28069 (Brad McAllister) Request to Repeal the TA2/GT2 100lb Addition

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

3. #28084 (Barry Boes) GT2 Super Tour Results

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

GT3

1. #28097 (Jim Froula) GT3 Nissan Inlet Restrictors

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/car combinations in class.

IT General

1. #27941 (chi ho) Request to Allow Removal of Mass Air Flow Sensor

Thank you for your letter. The CRB believes the rule is correct at this time but will continue to keep the request in mind for a review of the ITCS.

HP

1. #28228 (Mike Ogren) Request to measure Toyota push rod 2TC engine cam lift as raced

Thank you for your letter. This request is not recommended at this time. Factory valve clearances cannot be taken into account for every classification, nor is it believed that variances of this spec from car to car will have any effect on performance potential or class balance.

2. #28229 (Mike Ogren) Request to move the MR2 to FP

Thank you for your letter, but this request is not recommended at this time. No new knowledge has been presented to make performance potential expectations any different than originally believed. This classification has also not been campaigned enough to gather sufficient real world data, nor has it been campaigned at the highest levels and subject to thorough technical checks and investigation.

SM

1. #28283 (Nathan Klein) Hardtop Back Glass Substitution

Thank you for your letter. The SMAC investigated the suggested unavailability of this part and concluded the replacement glass is available through Mazda.

ST General

1. #27430 (Dale Shoemaker) Request for RX8 Window Framework Removal

Thank you for your letter. Current window removal rules are adequately written.

2. #27806 (Bill Lamkin) Strut Car Weight Reduction (Existing Rule) Question

Thank you for your letter. With the allowable STU suspension pick up point modifications, the CRB believes a front strut weight reduction is necessary. The CRB will continue to monitor performance.

3. #28188 (Eric Heinrich) Request to allow polycarbonate for sunroof replacement

Thank you for your letter. Sun roof replacement rules are adequate as written.

STL

1. #27459 (Robert Tanon) PWC TCA MX5 2.0 weight revision

Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

STU

1. #27458 (Robert Tanon) Request for PWC TC MX5 2.5 Weight Revision

Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

2. #27532 (Michael Kritikos) Request to Change Tire Section Width to Weight Based

Thank you for your letter. Current STU tire rules are adequately written.

3. #27620 (David Muramoto) Request to Classify Nissan 350Z in STU

Thank you for your letter. The Nissan VQ30 engine is eligible for STU.

4. #27630 (Eric Heinrich) Request small displacement NA engines need help

Thank you for your letter. The CRB does not believe STU small displacement engines need to be adjusted. The CRB will continue to monitor performance.

5. #27633 (Eric Heinrich) Request advanced aero changes

Thank you for your letter. Current advanced aero rules are adequately written.

6. #27634 (Eric Heinrich) Request a mid-engine placement adjuster

Thank you for your letter. The CRB does not believe STU mid engines chassis need to be adjusted. The CRB will continue to monitor performance.

7. #27635 (Eric Heinrich) Request FWD weight adjustment

Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

8. #27636 (Eric Heinrich) Request to fix the TIR chart errors

Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

9. #27644 (Christopher DeShong) Aftermarket Intake Manifolds and Throttle Bodies

Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis. Aftermarket throttle bodies are not within the STU class philosophy.

10. #28071 (Thomas Green) Request for STU Car Adjustment (Approved Turbo)

Thank you for your letter. Please refer to 9.1.4.1.H.5 the STU alternate turbo list.

T2

1. #27767 (William Moore) Request weight for automatic transmissions

Thank you for your letter. Recent changes to T2 have been made and we will continue to monitor the BOP in the class. Please Note, there is already a 100 pound penalty for the PDK.

2. #27919 (Ryan Szyjakowski) Request for E46 M3 Big Brake Kit

Thank you for your letter. There are already 2 options on this spec line. We feel that the current rules are complex enough and adding another option over-complicates the rules set.

T2-T4

1. #28036 (Chip Bailey) No Adjustable Shocks and Reduce Weight on the Mazda

Thank you for your letter. No change is recommended at this time. We will continue to monitor the class.

T4

1. #27876 (Derrick Ambrose) Request for 8 Inch Wide Wheels on FWD Cars

Thank you for your letter. The TAC likes to use race data to make changes to cars on a case by case basis. The current BOP in the class has been established using the current allowances for each of the cars that are classed. If a change is needed, we'd prefer to evaluate one car at a time.

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.

ST General

1. #28224 (SCCA Staff) Request to clarify wicker height

In ST, GCR section 9.1.4.D.4.d., add as follows:

"Maximum allowable wicker height is 0.50 inches."

Taken Care Of

F

FF

1. #28134 (Eric Little) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

2. #28135 (Rick Hiland) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

3. #28136 (Sam Youngman) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

4. #28137 (Jay Ivey) Information for Formula Ford rules

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

5. #28140 (Charles Smith) Request new FF Parts Approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

6. #28141 (Paul Reineck) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

7. #28142 (John D'Addario) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

8. #28144 (Joe Fisher) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

9. #28146 (Blake Tennessen) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

10. #28147 (Keith Joslyn) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

11. #28148 (Paul Wilson) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

12. #28149 (James Adleberg) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

13. #28151 (Ed Little) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

14. #28152 (John Butt) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
15. #28154 (William Garrett) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
16. #28159 (Derek Holmes) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
17. #28161 (Douglas Fisher) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
18. #28163 (Raymond Boyer) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
19. #28164 (Wayne Nicolette) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
20. #28165 (Norman Marshall Jr) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
21. #28166 (Kevin Brumbaugh) Request alternate FF engine parts
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
22. #28170 (Chip VanSlyke) Request proposal for alternate parts for FF Kent Engine
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
23. #28172 (Mark Walthew) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
24. #28173 (Andy Paterson) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
25. #28174 (Stewart Paterson) Request new FF parts approval
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
26. #28178 (John Nesbitt) Request Formula Class Management
Thank you for your letter. The Club Racing Board appreciates your comments.
27. #28190 (Mike Agnifilo) Alternative FF piston and valve request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
28. #28191 (Samuel Eyer) Request new FF parts approval requested
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
29. #28192 (Roland Johnson) Opposes alternative FF Proposed parts
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
30. #28216 (Doug Learned) Opposes proposed new engine parts for FF (pistons and valves)
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
31. #28235 (Alan VanDeWeghe) Support for New FF Parts Approval Request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.
32. #28270 (Mark Mervich) New Formula Ford Parts Request
Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

FM

1. #28207 (Bill Weaver) Please reconsider moving Formula Mazda into FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

2. #28208 (Stewart. Tabak) Request one-year probationary status for FM

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

3. #28209 (Jerry Dutch Schultz) Opposes FM Class Change

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

4. #28211 (Jim Mali) Opposes FM to FX

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

5. #28213 (Brad Drew) Request for 2020 Probation for FM as Stand Alone Class

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

6. #28215 (Derry O'Donovan) Request probation for FM

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

7. #28217 (Bruce Carpenter) Request 1 yr probation

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

8. #28219 (William Sturgeon) Please keep FM as a standalone spec class for 2020

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

9. #28240 (Bruce Semler) Keep Formula Mazda as Own Group Please

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

GT3

1. #28376 (Grand Touring Committee) Restore original Mazda specs to GT3 Spec Line

Thank you for your letter. Please see letter 28119 that has corrected the error in the GT3 Mazda MZR spec line.

EP

1. #27670 (Tom Fowler) Request for Parity

Thank you for your letter. Please see response to Letter #27662.

2. #27711 (Lance Loughman) Request for Competition Adjustment

Thank you for your letter. Please see response to Letter #27662.

3. #27807 (Bill Lamkin) Request to Not Slow the German EP Cars

Thank you for your letter. Please see response to Letter #27662.

HP

1. #27882 (Tony Roma) Idea to Make B Spec Cars More Attractive

Thank you for your letter. Please see response to letter #27529.

T2-T4

1. #28160 (David Mead) Request to clarify T4 and T3 Mustang spring rates

Thank you for your letter. These concerns were addressed in letters 27899 and 28238.

What Do You Think

SM

1. #28303 (Spec Miata Committee) Tire Limiting Process Proposal

The SMAC is requesting input from the SM community for the Tire Limiting Proposal. Please provide feedback through the letter log system by Sunday, March 15.

Below is an outline of a theoretical process of how a tire limiting strategy might work.

Outline of Proposal:

1. Competitor comes to registration at beginning of the weekend to pick up their registration packet. In the registration packet with the tech sheet is a tire claim card and a tire claim sticker. The tire claim card and tire claim sticker will have a spot for the competitor to record or claim the serial number of (5) new or used tires to be used for all timed sessions on track throughout the race weekend. The serial number will be molded into the sidewall of the Hoosier tire from the factory.
2. Once competitor chooses which 5 tires they are choosing to run, they will record the 5 serial numbers on the tire claim card and the tire claim sticker.
3. The tire claim card and tire claim sticker need to be presented to tech with the standard tech form to receive a tech sticker for the weekend. Tech will take and keep the tire claim card on file. Tech will verify that the serial numbers on the tire claim card match the serial numbers on the tire claim sticker.
4. Competitor to place the tire claim sticker inside the rear windshield on the driver's side so that it may be viewed from outside the car by tech and will not be impacted by weather.
5. Competitor may only use claimed tires in all qualifying and race sessions throughout the event.

6. Practice sessions do not require the claimed tires to be used. Any tire may be used for practice sessions.
7. In the event of a flat spotted or damaged tire the competitor may replace the damaged tire with the 5th tire that they have claimed on the tire claim sheet with no penalty.
8. If a competitor needs to put a non-claimed tire on the car due to multiple tires being damaged, then they lose the times from the previous sessions which would then require them to start from the back for the next session.

Example 1 - You flat spot tires in Q1 and you need to put a non-claimed tire on the car you would lose your qualifying times for Q1 which would then require you to start from the back of Q2.

Example 2 - You flat spot tires in Race 1 and require a non-claimed tire to be put on the car for Race 2 then you would start at the back for Race 2, but would keep your finishing position from Race 1.

As with any new change in process and rules there can be both positive and negative impacts. We have outlined below a few positives and negatives we would like you to consider when evaluating your position on the need for a tire limiting strategy for Spec Miata Super Tour Events.

Positives:

- Reduced tire cost for all competitors who would normally use more than one set per weekend.
- Possible increased competitiveness for those who were not using multiple sets of tires per weekend.
- Reduced number of tires to be hauled to the track, mounted, stored, swapped, etc.

Negatives:

- Essentially requires a new set of tires for every event to be competitive.
- You would be penalized by no fault of your own for an on track incident. i.e. you get hit and spun.
- Opportunity to use multiple sets of used tires per weekend is not possible increasing the cost for competitors who normally manage their used tires for a race weekend.
- Additional requirements from tech and the volunteer community to implement a plan like this may not make it possible.
- Tire issues such as blistered tires or defective tires would leave you no recourse.
- Tire cost may increase (less than \$5.00 per tire) to have the serial numbers molded into the tires.
- Could cause a safety issue if a competitor chooses to run a damaged or compromised tire rather than start at the back.
- Some competitors will likely use all 5 tires in a given weekend which could cause other to feel like they have to do the same to be competitive.
- Could impact the amount of tires purchased at the track which might affect the support from tire suppliers.
- Could impact the number of tires sold by Hoosier for each event which could cause tire prices to increase in the future to make up for the loss in sales.
- Reduction of low heat cycle used tires that many front runners sell off to other racers trying to control tire costs.

Questions:

- Will the CRB/BOD support this plan?
- Will Hoosier support this plan?
- Can this be implemented at events outside of Super Tours, such as at Majors?
- Does it actually reduce tire costs?
- Is this what is best for the class given the survey results?
- Do the positives outweigh the negatives?
- Can tech support the logistics and implementation of the plan and effectively penalize?

Spec Miata Community:

The SMAC is now asking that competitors review the tire survey results and provide feedback on both the survey and the draft proposed tire limiting process. This feedback will be formally requested in the What Do You Think (WDYT) in the March 2020 Fastrack.

RESUMES

GT General

1. #28181 (Samuel Fouse) Resume for GT

Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

