

CLUB RACING BOARD MINUTES | August 3, 2021

The Club Racing Board met by teleconference on August 3, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin, and Dayle Frame, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

None.

No Action Required

FA

1. #31011 (Matthew Gendron) Clarification of FA Future

Thank you for your letter. Formula Atlantic was originally created as a true formula class, with cars built to a formula or set of rules, which left open a pathway for constant development and technological improvements. In recent decades, however, as various pro and semi pro series have developed, core formula classes such as Formula Atlantic have been steadily displaced in favor of proprietary spec cars. After the pro Formula Atlantic series abandoned the concept of Formula Atlantic as a true formula class, the SCCA continued to allow purpose-built and ex-pro Formula Atlantic cars to compete in the Formula Atlantic class in the Road Racing program, but also permitted proprietary spec cars and other classes of cars with similar performance capabilities to compete in the class. This will be the case for the foreseeable future. The Formula Atlantic preparation rules provide the basic specifications for cars eligible to compete in the class. Table 1 lists the approved 1615cc engines and associated specifications for purpose-built and ex-pro Formula Atlantic cars, while Table 2 (Spec Line Cars) lists other approved chassis and engine combinations with any exceptions to the basic specifications for the class. The specifications for cars permitted to compete in Formula Atlantic through the Table 2 spec lines are tightly controlled to avoid having these cars break out of their previously described performance envelope. The Club Racing Board intends to maintain the class at the current performance level. The SCCA will welcome other spec open wheel cars from other racing organizations and will attempt to classify them based on their relative performance and mass. These cars, assuming that they fall within the appropriate envelope of performance and mass, may be classified in Formula Atlantic once their performance, specifications, and rule sets are established, but the SCCA does not plan to allow hybrid versions of these cars, i.e., combinations of components from different spec classes.

FX

1. #31026 (Robert Wright) Request rules adjustment

Thank you for your letter. The tube frame USF2000 car was classified in the FX class as a proprietary spec car with a described performance envelope under the 2018 FRP Technical Specifications. If an OEM part for the USF2000 car is no longer available, a matching part must be approved as a replacement for the original part in order for the car to compete in FX. Please provide a manufacturer name, part number, and complete specifications for matching replacement parts for the OEM nose section and wings, and comparative dyno data for the Elan and Quicksilver versions of the Mazda MZR 2.0L engine, and the Club Racing Board will consider approving these components as replacements for the original parts.

GCR

1. #30811 (Lawrence Troemel) Supports car weight procedure change

Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

2. #30816 (Aaron deer) Weight Procedure in Tech

Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

3. #30864 (Carl Liebich) Removing drivers for weighing purposes

Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

4. #31031 (GCR Committee) Require Forward Facing Cameras for All Road Racing Events

Thank you for your letter. Please see letter # 30990 in current Fastrack.

GTL

1. #29699 (Erik Madsen) Request to Allow Volkswagen Direct Injected 1.4/1.6 Liter Engines

Several attempts have been made at contacting letter writer for more information with no response.

T3

1. #30756 (Touring Committee) Re-evaluate the T3 Ecoboost Mustang

Thank you for your letter. If Runoffs data shows a need for BOP adjustment, we will handle this then.

Not Recommended

FA

1. #30969 (Larry Howard) Request to remove weight and SIR Swift 016

Thank you for your letter. The Club Racing Board does not recommend this change. On-track data obtained at the 2020 National Championship Runoffs and the 2021 CAT U.S. Majors Tour event does not support a reduction of the Swift 016a's minimum weight or the removal of its inlet restrictor.

P1

1. #31014 (Jason Miller) Request Disp. Change for 2-Cycle 6 Cyl. eng or min. weight change

Thank you for your letter. The Club Racing Board does not recommend this change. A review of on-track data obtained during the 2020 National Championship Runoffs, including a request for additional views, does not support a 255cc increase in displacement or a 100-lb. decrease in minimum weight. Please see the response to letter #29901 in the January 2021 Fastrack Minutes.

2. #31016 (Jason Miller) Eliminate carbon rotors & pads or add weight to cars using them

Thank you for your letter. The Club Racing Board does not recommend this change. P1 is intended to be the premier sports racing class, promoting advanced technology in car design and innovation while utilizing established cost-effective engine technology. Consistent with this class philosophy, competitors may improve brakes, aerodynamics, suspension design, and other systems to make a platform more competitive. The Club Racing Board uses an SCCA-developed Power Factor formula ($PF = \text{Weight} / (\text{Peak HP} + \text{Peak Torque} / 2)$) to set weight and power parameters and periodically collects on-track data to confirm that cars have similar acceleration rates from roughly 60 to 100 mph, but, consistent with the class philosophy, braking performance is the competitor's responsibility and is not subject to the Balance of Power (BoP) process.

P2

1. #31015 (Jason Miller) Request Minimum weight change for 2-Cycle 4 Cylinder Engines

Thank you for your letter. The Club Racing Board does not recommend this change. The 1205cc two-cycle engine has not regularly competed in U.S. Majors Tour events, and the Club Racing Board does not have current on-track data for the platform. If a member interested in running the engine enters and competes in a U.S. Majors Tour event, the Club Racing Board will arrange to obtain on-track data to assess the platform's performance potential and make appropriate, data-based adjustments to the minimum weight. Please see the response to letter #29902 in the January 2021 Fastrack Minutes.

SRF3

1. #31073 (Noah Hambayi) SRF Pedal Face Modifications

Thank you for your letter. Enterprises does not recommend this change.

GCR

1. #30876 (Peter Zekert) Remove Regional & National License Req's for Grid, Flagging, etc.

Thank you for your letter. The different levels of license identifies the level of experience that our volunteers have in performing the requirements of the specialty.

GT2

1. #30879 (Nathan McBride) Request GT2 BOP from June Sprints

Thank you for your letter. The CRB will continue to collect data and monitor the class.

GTL

1. #30938 (Peter Zekert) Request SCCA data boxes in ALL GTL cars, ALL sessions 2021 Runoff

Thank you for your letter. There will be a "Data Team" working the 2021 Runoff's. As there are 24 classes, all sharing the use of the same data boxes, data boxes being installed in one class for every track session is not possible.

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. #30985 (Fred Brinkel) Change to GCR 5.12.3

In GCR, Section 5.12.3., change as follows:

"The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any *of these powers and* duties to Assistant Chiefs."

Taken Care Of

None.

What Do You Think

GCR

1. #30990 (Karen Crider) Video Standards for HST/Runoffs

As our Club gets more experience with using forward facing cameras it has become apparent that there are numerous media formats being used by the cameras to record and retain the video media. In order to make it easier to access, view and store we are proposing that the following language be added to GCR Section 9.3.11.: The video format must be a digital file such that it can be viewed in an MS Windows compatible viewer. The current rule is shown below for reference.

9.3.11. CAMERA & CAMERA MOUNTS (effective 01 March 2021)

A. All cars competing at Super Tour events and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident.

Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events.

RESUMES

None.