

**CLUB RACING BOARD MINUTES | November 2, 2021**

The Club Racing Board met by teleconference on November 2 2021. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, 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**

**B-Spec**

1. #31341 (Rob Piekarczyk) Elimination of Spec Tire

Thank you for your letter. The Spec tire contract with Hankook is in place through 2023.

2. #31344 (G. Brian Metcalf) Request to Remove Hankook from spec tire supplier

Thank you for your letter. The Spec tire contract with Hankook is in place through 2023.

3. #31460 (Frank Schwartz) Hankook Spec Tire

Thank you for your letter. The Spec tire contract with Hankook is in place through 2023.

**EV General**

1. #31189 (Clifford Rassweiler) Thoughts on Battery Rules

Thank you for your letter. Letter writer has been advised of what we've accomplished and our future goals. Contact information has been retained in case we need future expertise from him.

2. #31262 (Johnny Miller) EV Motorsports Infrastructure Consult ETC

Thank you for your letter. Letter writer has been advised of what we've accomplished and our future goals. Contact information has been retained in case we need future expertise from him.

**F5**

1. #31450 (Wiley McMahan) Tire warmers/Shifters #30855

Thank you for your letter. The Club Racing Board is seeking input on whether a prohibition of tire warmers should apply to all classes effective 1/1/2022. The request is not specific to the F500 class. Please see the response to letter #30855 in the October 2021 Fastrack Minutes. Regarding the issue of assisted shifting systems, please see the response to letter #30871 in the August 2021 Fastrack Technical Bulletin.

2. #31519 (Jim Murphy) Time to Take Back Two Expensive Allowances

Thank you for your letter. The Club Racing Board is seeking input on whether a prohibition of tire warmers should apply to all classes effective 1/1/2022. The request is not specific to the F500 class. Please see the response to letter #30855 in the October 2021 Fastrack Minutes. Regarding the issue of assisted shifting systems, please see the response to letter #30871 in the August 2021 Fastrack Technical Bulletin.

**FV**

1. #31522 (Mark Richardson) Rule Change Request 9.1.1.C Formula Vee (FV) 5.C.6

Thank you for your letter. Please see the response to letter #31448 in this Fastrack's Technical Bulletin.

**FX**

1. #31145 (Robert Wright) rules adjustment reference letter #31026

In order to consider your request for replacement parts in a timely manner, it will be necessary to provide the Formula/Sports Racing Advisory Committee with verified dimensional drawings and photographs of the original part(s) and the proposed replacement part(s). The information provided by the drawings and photographs should be sufficient to allow the SCCA's technical stewards to conduct a proper inspection and verification of the part(s). Additional information regarding both the original and replacement part(s) such as weight and material will assist the FSRAC in considering your request.

2. #31167 (Robert Wright) Rules Adjustment Reference Letter #31026

In order to consider your request for replacement parts in a timely manner, it will be necessary to provide the Formula/Sports Racing Advisory Committee with verified dimensional drawings and photographs of the original part(s) and the proposed replacement part(s). The information provided by the drawings and photographs should be sufficient to allow the SCCA's technical stewards to conduct a proper inspection and verification of the part(s). Additional information regarding both the original and replacement part(s) such as weight and material will assist the FSRAC in considering your request.

3. #31385 (Larry Mason) FX Needs an Adjustment

Thank you for your letter. The Club Racing Board appreciates your comments. F1000 competitors were not told to increase their participation numbers or be reclassified into Formula Atlantic. Rather, they were notified in the January 2019 Fastrack that F1000 would be discontinued as a separate class effective 1/1/2020 in connection with the incorporation of F1000 cars into Formula Atlantic – similar to the notice that Formula Mazda was being discontinued as a separate class in connection with the incorporation of FM cars into Formula X. Please see the response to letter #25823 in the January 2019 Fastrack. As with F1000, FM's low participation numbers were posted on the SCCA website and provided a full year's notice of the need to improve the class's participation level in accordance with GCR section 9.1.13.A. Please see the response to letter #28047 in the February 2020 Fastrack.

Formula X is intended to provide a place for cars that do not participate in sufficient numbers to populate their own class, and FM cars are an integral part of the class. During the 2021 U.S. Majors season, FM cars accounted for approximately 60% of the entries in FX. With FM's participation, FX was able to achieve an average of 4.0 cars per event during the 2021 season. The FX rules do not guarantee parity among the various types of cars classified in FX. GCR section 9.1.1.J.A expressly states: "It is recognized at the inception that parity among the various cars that are eligible, or which may be classed, may not exist or be achieved by reasonable means." Entrants are free to organize an unofficial championship for FM competitors within the FX class or to otherwise recognize FM competitors' performance in FX. Please see the response to letter #28050 in the February 2020 Fastrack.

4. #31498 (Andy Hill) FX Tech Tools

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #31496 in this Fastrack regarding seal numbers. The computer program needed to verify the USF2000's ECU map should be readily available to tech officials because the car uses the same ECU as FC. The Club Racing Board will recommend that tech officials have access to a Go-No-Go restrictor tool for all cars in the class equipped with restrictors and a carburetor tool to check the FM cars.

**P2**

1. #31476 (JOHN MACINTYRE) GCR Specifications for HRP Ankle-cutters in P2 Class

Thank you for your letter. Please see the response to letter #31539 in this Fastrack's Technical Bulletin.

### **GCR**

1. #31317 (Austin Hilliard) Additional Pace Lap for Differing Race Conditions

Thank you for your letter. We are forwarding your letter to the Staff and Race Director for the 2022 Runoffs for consideration of inclusion in the Runoffs Supplemental Regulations. At other Club Racing events adding a recon lap prior to the pace lap would require the recon lap to be built into the event schedule and would shorten green flag racing time/laps.

2. #31324 (Mark Waggoner) Car Numbers

Thank you for your letter. The rule as written is adequate when properly enforced.

3. #31360 (Stephen Blethen) Procedure change for RFA for all club racing

Thank you for your letter. GCR Section 6.11.1. E. stipulates that a driver shall stop at a designated location to allow stewards to review incidents. It is the investigating stewards' responsibility to determine whether an RFA is the appropriate action to be taken. We agree that incidents where one or both cars cannot continue are more significant than ones with incidental contact and should be treated appropriately.

### **IT General**

1. #31477 (Frank Schwartz) 200tw Tires

Thank you for your letter.

### **T3**

1. #30729 (Darryl Pritchett) Mazda MX-5 Global Cup Miata not meeting class philosophy

Thank you for your letter. Not all cars in the touring meet the intent. The performance of this car falls within the scope of T3 and is seen as a benefit to the class.

### **Not Recommended**

#### **B-Spec**

1. #31266 (Andy Doyle) Removal of Restrictors and Use of Headers on All Models

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

2. #31333 (Dan Hardison) Request to add cold air intake for 2009-2013 Honda Fit

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

3. #31339 (Rob Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

4. #31340 (Rob Piekarczyk) Weight Reduction - 2009-2012 Honda Fit

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

5. #31345 (Alex Ratcliffe) Consider lowering the weight on all BPSEC cars

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review. In general, we agree that speeding cars up is the right way to go.

6. #31347 (Matt Downing) Request to change restrictor size to 35mm (2015+ Honda Fit)

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

7. #31348 (Matt Downing) Chg restrictor to 32mm, Allow CAI, and drop 50# (2015+ Honda Fit)

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

8. #31353 (Matt Downing) Chg restrictor to 33mm, and drop 50# (2015+ Honda Fit)

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

9. #31375 (Josh Smith) Request Mazda 2 BOP change for 2022

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

10. #31376 (Michael Fox) Request to remove Mazda 2 Header Penalty Weight

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

11. #31399 (Kristian Smith) Competition Adjustments for the Ford Fiesta

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

12. #31411 (Kent Carter) BOP Adjustment for MINI

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

13. #31412 (Kent Carter) BOP for 3rd Gen Honda Fit

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

14. #31413 (Kent Carter) Sonic BOP Adjustment

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

15. #31414 (Kent Carter) Ford Fiesta BOP Adjustment

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

16. #31440 (John Phillips) B-Spec Advisory

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

17. #31446 (David Rosenblum) B Spec Restrictor Elimination

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

18. #31459 (Frank Schwartz) BOP of Fiesta

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

19. #31462 (Rob Piekarczyk) Request for Help for 2nd Generation Honda Fit

Thank you for your letter. At this point the BSAC and CRB are reviewing data and results from last year. Adjustments will follow after further review.

**F5**

1. #31422 (brad smith) Rubber Mounts for Engine Support and Longevity

Thank you for your letter. The Club Racing Board does not recommend this change because the rules already allow engine vibration isolation. The language is adequate as written.

**FX**

1. #31496 (Andy Hill) FX Rules Clarification

Thank you for your letter. The Club Racing Board does not recommend this change. Engines must retain the original specifications in all respects, but seals are not required.

2. #31497 (Andy Hill) FX Rules in regards to FRP Ruleset

Thank you for your letter. The Club Racing Board does not recommend this change. The USF2000 tube frame car was classified in FX under the 2018 FRP Technical Specifications, and any permitted changes from these rules are listed in the notes section of the USF2000 Tube Frame spec line in Table 1. There is currently no plan to adopt the 2021 FRP Technical Specifications in FX.

**P1**

1. #31305 (Johnnie Crean) More Air for Heavier Stohr

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #31312 in this Fastrack.

2. #31312 (Johnnie Crean) Heavy Car Still and Always Deserves Larger Restrictor

Thank you for your letter. Data obtained at the 2021 June Sprints shows that the three Stohr chassis that were equipped with AiM data boxes—the referenced 1615cc car, a 1455cc car, and the 1355cc car that won the 2021 P1 National Championship—had acceleration rates that were very closely matched and were at no disadvantage to the two 2500cc Elan DP02s and the converted FA 1615cc Swift 014a that were fitted with the data boxes. The national championship race at Indianapolis refutes the notion that a Stohr cannot compete with a "high downforce" DP02. An individual car's deficits in braking power, cornering performance, and right/left transitional handling capabilities are not subject to the SCCA's BoP process and are not remedied by increasing the car's restrictor size. If concerns remain about the referenced 1615cc car's weight and restrictor size despite the acceleration rate data, then the engine table provides an alternative: a car using the 1455cc engine has the option to run without a restrictor at a minimum weight of 1150 lbs.

## **P2**

### 1. #31456 (Armen Megregian) CN Honda K20 in P2

Thank you for your letter. The Club Racing Board does not recommend this change. The statement that there was no data box on either Ligier at the 2020 Runoffs is incorrect. In fact, AiM on-track data was obtained from a Ligier at the 2020 Runoffs as well as from both Ligiers at the 2020 June Sprints. The restrictor change effective 1/1/21 was fully supported by the acceleration rate data obtained at these events. The Club Racing Board will continue to monitor class performance and will make additional data-based adjustments if needed.

## **GCR**

### 1. #30606 (Frank Schwartz) Driver Licensing Changes

Thank you for your letter. Creating an online forum for drivers to debate body contacts would be labor intensive to oversee and be as productive as the social media forums are for social comment.

### 2. #30697 (Andrew Benagh) Request to bring back the novice driver volunteer requirement

Thank you for your letter. It is a great idea for drivers to volunteer their time when not driving to support our racing program with various specialties; but to mandate the requirement would potentially reduce the number of drivers willing to participate in SCCA events.

### 3. #31365 (Stephen Blethen) Request change to Impound all procedures

Thank you for your letter. There is no provision in the GCR that prevents a "full pull" at end of sessions. However, the challenges of impound area size and limited impound staffing from event to event precludes having a full run group pull done after every session at all Club Road Racing events.

## **General**

### 1. #31447 (Eric Heinrich) Request to Create a LS3 class

Thank you for your letter. This request is best handled within your region. Regions have the ability to create new classes and rulesets.

## **FP**

### 1. #31320 (Anthony (Coyote) Black) Request to Re-Classify the Integra Type-R

Thank you for your letter. The PAC and CRB believes that this classification has the potential to be competitive in EP. Additionally, known competitive classifications already exist in FP for the Integra with its less potent non-VTEC engine.

### 2. #31331 (Steve Sargis) FP 1500 Spitfire Carburetor Rule Clarification

Thank you for your letter. Most spec lines that include an alternate side draft carb are also allowed an IR manifold in order to fit this carb. The Spitfire does not have an allowance for an alternate side draft carb, so the allowance for an IR manifold is not given. This car is also considered to be competitive as it is currently classed, with its currently allowed carburation.

### 3. #31520 (Michael Kamalian) Grille/Screen

Thank you for your letter, but this change is not recommended. The rules state that an air-dam can be added to the front of a car, but that its opening must maintain the size, shape, and location of the stock air passage/opening in the stock bumper/grill. The rules also state that a radiator screen can be added. In the past however, competitors were circumventing this first rule by torturing the second rule, by adding screens directly to the opening at the outer profile of their cars, and then adding tape to the screen in order to reduce the amount of air entering their engine bay and improving their aero. This is why this additional wording was added, requiring that any added screen had to be at least 2" back from the opening, in order to maintain some depth and profile to the grille/air-dam openings.



#### **HP**

1. #31335 (Greg Amy) Dual-Classify the LP Toyota MR2 into FProd

Thank you for your letter, but this is not recommended, as this classification belongs in HP. Significant variances in weight is something that exists in every non-spec production-based racing category. This change would also not change the group this vehicle would be racing in, or the vehicles it would be racing around. It is the responsibility of every competitor to be aware of their surroundings and their fellow racers, regardless of weight or class differences.

#### **T2**

1. #31343 (Ali Salih) Request E92M3 Gearing Allowance for Manual Trans

Thank you for your letter. Performance data doesn't support a change at this time.

#### **T2-T4**

1. #31495 (Ali Salih) Request to Allow Alternative Material Blanks for Headlight

Thank you for your letter. The committee and CRB does not support the removal of OEM style headlights since it does not conform to class philosophy.

#### **T3**

1. #31223 (Richard Smith) Weight Change Request for Nissan 350Z (03-08) Spec Z DE Motor

Thank you for your letter. Recent data does not support a change at this time.

2. #31473 (Oscar Jackson) Adjust Honda FWD in T3 to Encourage More Drivetrain Diversity

Thank you for your letter. This car was recently classified in T3 and we still haven't seen it on the track. Please bring it out and provide data. Please see upcoming letter #30590 which will reference 2 piece rotors.

3. #31536 (Ben Slechta) Nissan 350Z Upper Camber Arms

Thank you for your letter. The TAC and CRB does not suggest this change. Please be sure to research the SPC 72123 part allowed on the spec line.

#### **T4**

1. #31297 (Luis Goncalves) BRZ/FRS/86 Bilstein B14 Coilover

Thank you for your letter. This is a way to reduce costs, but there are other ways too. Adding this option would muddy the water by allowing too many alternatives. If it was written in the spec line on day 1, it would be different.

Raceseng cascarn camber plates are \$450-650. Shocks do not have to be custom. Bilstein B8 shocks are affordable and pretty good for the money. Not as good as custom, but nobody is making them spent the \$.

#### **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](http://www.clubracingboard.com).

## B-Spec

1. #31565 (Tony Roma) Wording Change on Tire Rule for 2022

In B-Spec, GCR 9.1.10.E.7. Tires, make changes as follows:

~~"a. Until 6-1-2021: tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted. The Hankook 200/580R15 Z217 (rain) is also allowed.~~

~~b. After 6-1-2021 one of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the same car.~~

~~c. Hankook P205/50ZR15 Z214 C51 Compound or Hankook 200/580R15 Z217 (rain) is required for the following SCCA Majors, Super Tour and Runoffs.~~

~~d. Regional Racing can continue with any DOT race tire for wet or dry races through the 2021 season. The Hankook 200/580R15 Z217 (rain) is also allowed.~~

*a. Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car.*

*e b. When using the wet tire, all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."*

## GCR

1. #31275 (Lans Stout) GCR 6.5.2.B.1 Regarding Start Procedure

In GCR, Section 6.5.2.B.1, delete the following:

~~"The front row drivers must not pass the pace car."~~

## SM

1. #30785 (Marc Cefalo) Allow Slotting of Front Subframe for Ease of Engine Installation

In GCR, Section 9.1.7.3.t., change as follows:

*"t. For purposes of making engine installation easier, it is permitted to create a vertical slot between the top 2 factory mounting holes on the driver's side of the subframe to match the existing slot on the passenger side. The subframe is comprised of a top and bottom layer of sheet metal. The only modifications permitted are to the top layer of sheet metal to match the bottom layer of sheet metal which is already slotted. The slot may only connect the two existing holes and shall not exceed the width (.43") or height of the existing OEM holes. No material may be added.*

~~u. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss matching of rear uprights is not allowed.~~

~~uv. On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added."~~

## T2-T4

1. #31561 (Touring Committee) Oil Pans Category Change T2-3-4

In GCR, Section 9.1.2.2.D.1.f., add the following:

*"6. The oil pan and oil pickup may be baffled, modified, or replaced. Using safety wire or a similar method to secure the drain plug is allowed and encouraged."*



2. #31562 (Touring Committee) Brake Vac Reservoir

In GCR, Section 9.1.9.2.D.6.a., add the following:

*"8. Brake vacuum reservoirs sized 0.50 gallons or smaller are permitted. The port or fitting at the vacuum source may not be modified, enlarged or relocated. The vacuum reservoir and brake booster must be a closed system."*

### **Taken Care Of**

#### **P1**

1. #31205 (Aaron Hill) Elan DP02 Restrictors

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #31168 in the November 2021 Fastrack Minutes.

#### **T2**

1. #30591 (David Woodle) Talking point

Thank you for your letter. Please see response to letter # 31561 in current Fastrack.

#### **T3**

1. #30748 (Paul McNamara) Mazda MX-5 Global Cup Miata not meeting class philosophy

Thank you for your letter. Please see response to letter # 30729 in current Fastrack.

2. #30809 (Graham Partain) Global MX5 Classifications

Thank you for your letter. Please see response to letter # 30729 in current Fastrack.

#### **T4**

1. #30843 (Michael Updegraff) Request to classify the 2012 Nissan Senta

Thank you for your letter. Please see response to letter # 30958 in current Fastrack.

2. #30844 (James Ebben) Request RX8 T4 parity

Thank you for your letter. Please see response to letter # 31482 in current Fastrack.

3. #30963 (Charles Davis) Request for Oil Pan Baffle in 2012-2015 86/BRZ/FRS

Thank you for your letter. Please see response to letter # 31561 in current Fastrack.

4. #31104 (Brian Price) Request 2016 Mazda Mx-5 competition adjustment

Thank you for your letter. Please see response to letter # 31482 in current Fastrack.

5. #31116 (Stephen Blethen) Alternative Parts for Mazda RX8

Thank you for your letter Please see letter # 31113 in current Fastrack.

6. #31296 (JJ Servis) Bilstein B14 Allowance

Thank you for your letter. Please see letter #31297 in current Fastrack.

7. #31330 (Daniel Dennehy-Rodriguez) Mk5 Rabbit Weight Concern

Thank you for your letter. Please see response to letter # 31482 in current Fastrack.

8. #31420 (Derrick Ambrose) Front Wheel Drive Wheel Sizes

Thank you for your letter. Please see response to letter # 31482 in current Fastrack.

9. #31464 (Christopher Childs) 05-10 Ford Mustang Axle Size/Available Ratio  
Thank you for your letter. Please see response to letter # 31482 in current Fastrack.

**What Do You Think**

None.

**RESUMES**

1. #31174 (Thomas Kaufman) F/SR Advisory Committee Consideration

Thank you for your résumé. At this time all positions are filled, but your résumé will be kept on file for future needs.

2. #31201 (Bob Albert) Resume for Formula Car and Sports Racer Committee

Thank you for your résumé. At this time all positions are filled, but your résumé will be kept on file for future needs.