

Fastrack **news**

official SCCA member notification

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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 November 20.

CLUB RACING BOARD MINUTES | November 5, 2024

The Club Racing Board met by teleconference on November 5, 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: Bob Crawford, Chuck Dobbs, Dayle Frame, Peter Jankovskis and Mark Weber, BoD liaisons; Mike Cobb, President and CEO, Eric Prill, Chief Operations Officer, 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

AS

1. #36744 (Kyle Jones) Don't Obsolete AS Cars/200 TW Tires Save Money/Remove T2 ABS

Thank you for your input. We will be looking at options in the future.

GCR

1. #37094 (John Weisberg) Event Fuel and Penalty for Failure

Thank you for your comments. The Runoffs Supplementary Regulations are very specific about fuel requirements that must be followed at the Runoffs and the penalties that will be incurred for violation. The GCR Advisory Committee recommends that Club Racing Board and Club Racing staff revisit this for 2025.

2. #37096 (Stephen Blethen) Fuel Testing Penalties

Thank you for your comments. The Runoffs Supplementary Regulations are very specific about fuel requirements that must be followed at the Runoffs and the penalties that will be incurred for violation. The GCR Advisory Committee recommends that Club Racing Board and Club Racing staff revisit this for 2025.

General

1. #36383 (Pamela Richardson) For the Response to Eric Prill's Presentation RE: Prices

Thank you for your letter. The Club Racing Board appreciates your comments. Staff and BoD have modeled participation and revenue based upon the changes and are confident that the programs will continue to be successful.

2. #36449 (Armen Megregian) Nation Level Class Consolidation

Thank you for your letter. The Club Racing Board appreciates your comments.

3. #36453 (Ryan Neff) Runoffs Proposals

Thank you for your letter. The Club Racing Board appreciates your comments. SCCA has evaluated several different ways to reduce the time commitment for all participants while creating space for potential growth opportunities within the program.

4. #36488 (Bart Wolf) Runoffs and Participation #

Thank you for your letter. The Club Racing Board appreciates your comments.

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5. #36500 (Tyler Brown) SCCA Road Racing Update/Proposal Feedback

Thank you for your letter. The Club Racing Board appreciates your comments.

6. #36501 (Michael Reupert) Future of P1 and P2

Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

7. #36510 (Bill Styczynski) Runoffs Proposal Comments

Thank you for your letter, we hope that you will reconsider.

8. #36512 (Vaughan Scott) Make a Vision Statement for Formula and Prototype Racing in SCCA

Thank you for your letter. Historically the CRB has not managed or been involved in the marketing or promotion of individual classes. The CRB is an all-volunteer board that spends countless hours reviewing letters, data, and requests from members and stewards, determining what, if any, changes should be made, and then crafting language for the GCR. There simply is not the manpower or resources to craft vision statements and manage promotion of individual classes. The formula and prototype classes can learn from the B-Spec class, which was on its way to elimination only a few short years ago but for the efforts of B-Spec participants David Daugherty and Frank Schwartz. Their individual efforts and rallying of the troops now has made B-Spec one of our largest and healthiest classes. We strongly suggest that you hunt down the presentation that Frank made at a previous Annual Convention; it is well worth your time to watch.

9. #36515 (Paul Gauzens) Input for SCCA Runoffs & Super Tour Proposed Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

10. #36516 (Jon Adams) 2025 Runoffs Qualifying Requirements

Thank you for your letter. The Club Racing Board appreciates your comments. Implementation of the revised qualifying criteria has been paused for 2025.

11. #36520 (Kent Carter) Supporting proposal for shorter Runoffs

Thank you for your letter. The Club Racing Board appreciates your interesting and unique comments; they will be considered as future discussions involving Runoffs take place.

12. #36521 (Kent Carter) Supporting changes to Runoffs classes

Thank you for your letter. The Club Racing Board appreciates your comments.

13. #36523 (Kent Carter) More Schools!!!

Thank you for your letter. The Club Racing Board appreciates your comments. Please reference the response to letter #36652 in the October Fastrack, which we believe will have a significant positive effect on our instructional program and its reach.

14. #36524 (Jack Walbran) Opposition to National Racing Proposal

Thank you for your letter. The Club Racing Board appreciates your comments.

15. #36525 (Raymond Boyer) Comment on Proposed Changes to National Runoffs

Thank you for your letter. FF is NOT being consolidated or merged with another class. FF and FC will share a run group at the 2025 Runoffs.

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16. #36541 (Vaughan Scott) Create a Vision Statement for Formula and Prototype Racing

Thank you for your letter. The Club Racing Board appreciates your comments.

17. #36552 (Connor Loughead) Runoffs Proposal

Thank you for your letter. Runoffs qualification standards will remain the same for 2025. A major driver for shortening the event is to accommodate the aging volunteer side of the program, without whom we could not staff or run an event such as the Runoffs. Savings will be realized in off-track expenses such as hotels, meals, and days away from home.

18. #36557 (MARK GOODMAN) Comment on changes to National Road Racing Program

Thank you for your letter. The Club Racing Board appreciates your comments. An alternative points program has been discussed and is on the desk of National Staff for further evaluation. Testing revenue offsets entry costs; changes to that program will be in the hands of National Staff and the Board of Directors.

19. #36562 (Jeremy Morales) Opinion of the F600 Class

Thank you for your letter. The Club Racing Board appreciates your comments.

20. #36564 (F Russell Strate Jr) Proposed Changes for Run Offs

Thank you for your letter. The Club Racing Board appreciates your comments. Testing revenue is required to help offset the costs of the Runoffs, and without it there would undoubtedly be an increase in the cost of entry. F600 will remain as a Majors class and would be subject to the same 5.0 rule as all other Majors classes for Runoffs inclusion.

21. #36565 (Rick Ricker) Comments on 24-RoadRacing National Proposal

Thank you for your letter. The Club Racing Board appreciates your comments.

22. #36567 (Paul Jensen) Response to Proposed Runoffs Changes.

Thank you for your letter. The Club Racing Board appreciates your comments.

23. #36569 (Rockford Beauchamp) 2025 & Beyond - Runoffs and Super Tour Proposal

Thank you for your letter. The Club Racing Board appreciates your comments.

24. #36572 (Mike Beauchamp) New Club Racing Runoffs Proposal

Thank you for your letter. The Club Racing Board appreciates your comments. If you will kindly review our responses in the November Fastrack, most, if not all, of the issues you raise have been addressed therein. As for favorable treatment of SRF and SM in race operations, that would need to be addressed by the Operating Steward(s) or Executive Stewards; please direct your concerns to them. The 2025 Runoffs will be closely monitored and will undoubtedly have influence on decisions made for 2026 and beyond.

25. #36574 (Larry Winkelman) Runoffs Format, HST/Majors Classes

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

26. #36575 (Stuart Delaney) Response to Proposed 2025 Runoffs Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

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27. #36578 (Richard Barlow) Draft proposal for Runoffs, Super Tour and Majors

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

28. #36579 (Richard Barlow) Class consolidation

Thank you for your letter. The Club Racing Board appreciates your comments; your proposal will be reviewed by the liaisons to those classes.

29. #36581 (Michael Helm) Response to

Michael, Thank you for your letter. The Club Racing Board appreciates your comments and numerous suggestions, especially that of National Class Representatives. A similar concept has been discussed previously, but was not implemented.

30. #36582 (Jeff Kulawinski) Proposed Runoff Changes

Thank you for your letter and comments. The financial issue/questions you raise are outside of the purview of the CRB and should be directed to National Staff or the Board of Directors. The CRB is appointed each year by the BoD; if an overhaul is necessary, they are certainly entitled to make changes, be they minor or sweeping. Considerable personal time is spent by each member of the CRB reading the hundreds of letters submitted and then addressing the issues contained therein to the best of their ability and with the resources that they are allocated. Thank you for your time and commitment to bettering the organization.

31. #36583 (Brandon Abbott) Runoffs Format Change Proposal

Thank you for your letter. The Club Racing Board appreciates your comments. The qualifying criteria (top 50%) will remain static for 2025.

32. #36584 (Andrew Aquilante) Runoffs changes Feedback

Thank you for your detailed letter and suggestions, they are very much appreciated.

33. #36585 (Jeffrey Pietz) Runoff Proposed Changes

Thank you for your letter. As your letter suggests, different members have different goals and motivations for their racing. For many, racing locally satisfies their competitive needs, while others wish to travel and potentially race for the national championship. All Regional, Conference Majors and Super Tour Majors events are hosted by SCCA Regions. The Regional/Majors/Super Tour designations primarily group them into championships. Regional races count for local championships, Majors races expand the footprint for those seeking additional competition while the Super Tour takes that a step further across the country.

34. #36586 (Sherman Chao) More gradual changes for Runoffs, Super Tour, Majors classes

Thank you for your letter. The Club Racing Board appreciates your comments.

35. #36590 (Christopher Zarzycki) Response to Runoffs Proposal

Thank you for your letter. The Club Racing Board appreciates your comments.

36. #36591 (Andrew Abbott) 2025 SCCA Runoffs Proposal

Thank you for your letter. The Club Racing Board appreciates your comments. A pause has been placed on changing the qualifying criteria to the top 1/3 for 2025 to evaluate the other changes. You are correct in that even with the top 50% criteria, reaching that hurdle is more difficult in some regions than others. An alternative points program is under consideration, which SCCA Fastrack News

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will take into account the number of cars competing in a given race. Testing revenue is utilized to offset the costs of the event; without this, entry fees would be higher. Those who test effectively subsidize the costs for those who do not. And, while many members enjoy the Runoffs format "as is" and do not consider the length to be an issue, that is not the case for many of our volunteer staff. That population is aging and has requested a shorter event.

37. #36593 (Glen Thielke) Response to Runoffs and Majors Class Changes

Thank you for your letter. The Club Racing Board very much appreciates your comments, commitment, and sacrifices made to support SCCA.

38. #36596 (Bev Heilicher) Current proposal on Class restructuring

Thank you for your letter. The Club Racing Board appreciates your comments.

39. #36599 (Kenneth Reilly) Thoughts on Runoffs Rationalization?

Thank you for your letter.

40. #36602 (Greg Case) Response to proposed rule changes

Thank you for your letter. The Club Racing Board appreciates your comments.

41. #36613 (Joe Camilleri) Proposed changes to Runoffs Qualifications

Thank you for your letter. When the Majors Conference Championships were established in 2013, they were done to include only specific races but offer the opportunity for drivers to score points and compete for multiple championships. Counting outside events would extend each Conference Championship to the final Majors race weekend in the country, which can be months after the last scheduled race within a Conference.

42. #36643 (YURI COLLAZOS) Runoffs Proposed Changes ... Feedback

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

43. #36663 (Brian Schmalz) Win-Win Proposal for Runoffs (and June Sprints) format

Thank you for your letter. The Club Racing Board appreciates your comments and interesting proposal.

44. #36673 (Brian Himes) RO's and ST proposed changes

Thank you for your letter. The Club Racing Board appreciates your comments.

45. #36705 (James Brookshire) 2025 Runoffs

Thank you for your letter. The Club Racing Board appreciates your comments.

46. #36706 (Rob Kazen) A solo prototype class

Thank you for your letter. The Club Racing Board appreciates your comments. Please take note that the P2 class will be retained as a Majors-eligible class in 2025 and the P2 rule set will remain in the GCR for 2025. P2 cars can also be run in the new P class without modification.

47. #36724 (James Rogerson) New Classing Strategy

Thank you for your letter. The Club Racing Board appreciates your comments.

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48. #36751 (David Strittmatter) GTL into FP – Not Consistent with Class Philosophy.

Thank you for your letter. The Club Racing Board appreciates your comments.

49. #36755 (Eric McRee) Runoffs Eligibility and Run Groups

Thank you for your letter. The Club Racing Board appreciates your comments.

50. #36757 (Jason Hohmann) P1 / P2 Merge

Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

51. #36761 (Bill Gendron) Prototype changes for 2025

Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. SCCA members are always welcome to work on class mergers or rules that would strengthen the program.

52. #36765 (Craig Farr) New Prototype Class Comment

Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. P2 will remain a Majors class for 2025 but will not be a Runoffs class. P2 cars may compete in P under their existing rules or the relaxed rules in P, so, effectively, no modification to a P2 car is required.

53. #36781 (James Regan) Runoffs 2025 Feedback

Thank you for your letter. The Club Racing Board appreciates your comments.

54. #36784 (Bart Wolf) Flat bottom rule for Prototype class

Thank you for your letter. The Club Racing Board appreciates your comments.

55. #36790 (John Hudak) Opposition to Runoffs Proposal / P1 & P2 Class Consolidation

Thank you for your letter. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. Kindly provide detailed input as to how you would suggest a "less disruptive means." P2 and F600 continue to be Majors-eligible classes, and P2 cars can continue to compete in either P2 or P.

56. #36817 (Johnnie Crean) Combining p1 and p2

Thank you for your letter. The Club Racing Board appreciates your comments and has retained the P2 rule set and class for Majors events in 2025.

57. #36821 (Mason Workman) Recent Road Racing Changes

Mason, Thank you for your letter and insight.

58. #36823 (Jeff Jorgenson) F600 open questions

Thank you for your letter. F600 does remain as a Majors-eligible class in 2025 and is being featured for the ARRC in Atlanta as an alternative to the Runoffs thanks to the SEDiv. As a Majors-eligible class, the 5.0 rule should apply to automatic Runoffs invitations. The participation at the Runoffs was incredible and hopefully can be sustained so this decision can be reevaluated in the future.

59. #36825 (Melvyn Miller) American Sedan Proposals.

Thank you for your letter. The Club Racing Board appreciates your comments and is working to improve the program.

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60. #36832 (Tim O'Donoghue) Feedback on Changes to National Road Racing Program

Thank you for your letter. The Club Racing Board appreciates your comments; discussions have been ongoing concerning the issues you raise and will continue into the foreseeable future.

61. #36834 (Norm Benson) Comments on the Proposed New Rules

Thank you for your letter. The Club Racing Board appreciates your comments. Alternative ideas have been discussed but, to date, have been rejected by the membership based on survey responses.

62. #36840 (Jack Walbran) Response to Planned Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

63. #36853 (Charlie Richardson) No Class Consolidation for AS

Thank you for your letter. The Club Racing Board appreciates your comments. Work is ongoing for AS.

64. #36857 (Bart Wolf) Combination of P1 and P2

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

65. #36864 (Dan McMahan) Clarification for letter #36863

Thank you for your letter. FF will NOT be combined or merged with FC. The classes are sharing a run group at the 2025 Runoffs.

66. #36865 (Kyle Gilbert) Proposed Class Changes

Thank you for your letter. The Club Racing Board appreciates your comments. Work is ongoing concerning AS.

67. #36866 (Johnnie Crean) P1 P2 Consolidation

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses.

68. #36871 (CHRIS KOPLEY/GTL Community Coordinator) Proposed Merger of GTL and FP

Thank you for your letter and the concerns raised by all of those who contributed to this letter. Your recommendations are being seriously considered by the applicable advisory committees and CRB liaisons to ensure that this merger is successful. There may be some issues, but we stand committed to getting it right.

69. #36873 (Brian Linn) GTL into FP

Thank you for your letter and the information, Brian. It will be considered by the AC and CRB liaisons in working to get this merger right.

70. #36874 (Brian Linn) GTL sequential transmissions in FP

Thank you for your letter. The Club Racing Board appreciates your comments.

71. #36877 (Greg Hotz) GTL consolidation

Thank you for your letter. The Club Racing Board appreciates your comments. The AC and CRB liaisons are working to get this right and encourage participation so the changes can be evaluated throughout the season.

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72. #36878 (Greg Hotz) Supporting documents against GTL consolidation

Thank you for your letter. The Club Racing Board appreciates your comments and the information you have shared will be considered by the ACs and CRB liaisons in working through the merger.

73. #36884 (Art DeFraités III) Stop moving the bullseye on this American Classic!

Thank you for your letter. The Club Racing Board appreciates your comments.

74. #36889 (Brian McGreevy) RUNOFFS ELEGIBILITY AND RUN GROUP DEFINITION

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses. See specifically the responses to letters #36742, #37097, and #37519.

75. #36890 (Brian Schmalz) A Better Plan for FF

Thank you for your letter. FF is NOT being merged or combined with FC. FF and FC will share a run group at the 2025 Runoffs.

76. #36892 (Anthony Branco) P1 P2 Merger

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack, as most, if not all, of your concerns have been addressed in those responses. See specifically the responses to letters #36742, #37097, and #37519.

77. #36903 (Jason Stine) Majors Groupings for 2025 BS/HP

Thank you for your letter. The Club Racing Board appreciates your comments.

78. #36907 (David Strittmatter) Merge Run Groups Not Classes

Thank you for your letter. The Club Racing Board appreciates your comments.

79. #36908 (Eric Heinrich) STU/GT3 merge

Thank you for your letter. The Club Racing Board appreciates your comments. The AC and CRB liaisons will be considering your input as changes are implemented.

80. #36909 (Eric Heinrich) STU /GT3 merge (duplicate of letter #36908 sent to ST committee)

Thank you for your letter. The Club Racing Board appreciates your comments.

81. #36919 (Jeff Jorgenson) Runoffs Changes Alternative

Thank you for your letter and "competitive" approach. We will certainly give this further consideration.

82. #36924 (Alec Maisel) AS reclassification

Thank you for your letter. The CRB was given a directive by the Board of Directors and has done its best to respond accordingly. The AS merger is still being worked on and data is being evaluated. Stay tuned for details.

83. #36936 (Jack Walbran) Reassess and Reject Road Racing Program Proposals

Thank you for your letter. The Club Racing Board appreciates your comments.

84. #36940 (Keith Joslyn) 2025 Road Racing Proposal

Thank you for your letter, expressed concerns, and support of Jack's letter and our formula car classes.

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85. #36942 (Sven de Vries) Support of 36936

Thank you for your letter. The Club Racing Board appreciates your comments and support of Jack's letter and our formula car classes.

86. #36945 (Jack Walbran) Response to Chairman BoD on Identified Road Racing Proposals

Thank you for your letter. The Club Racing Board appreciates your comments.

87. #36951 (mike alexander) I support Jack Walbran's letter. #36936

Thank you for your letter. The Club Racing Board appreciates your comments and support of Jack's letter and our formula car classes.

88. #36960 (John McAleer) Don't Ruin 3 Classes

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack and in particular the responses to letters #36742, #37097, and #37159.

89. #36968 (Dale VandenBush) Support of Letter 36742

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the November Fastrack and in particular the responses to letters #36742, #37097, and #37159.

90. #36983 (Sherman Chao) \$70-\$80k to Convert From P2 and Meeting 5.0 Participation Rate

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

91. #37019 (Ted Warning) Runoffs Proposal

Thank you for your letter. The Club Racing Board appreciates your comments. Work on the AS class merger is ongoing and your information is being considered by the AC and CRB liaisons.

92. #37027 (Thomas Kaufman) P2 Cost Estimate

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack.

93. #37030 (TIM DAY) Request to Keep P2 Class Due to Excessive Cost to Modify My Car

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. P2 will be retained as a Majors class in 2025.

94. #37034 (Eric Heinrich) RE Letter 36958 (STU-GT3 merge) in October Fastrack

Thank you for your letter. CRB carefully considered five years of HST and runoffs race data and results. It does remain to be determined if the changes (starting 2025) will need adjustment for BoP.

CRB, and SCCA intend to have equal GT3/STU BoP parity before it becomes one class in 2026. Data will be collected starting early 2025 and CRB intends to make quick changes when supported by DATA (and race observation and results).

Many possibilities exist to create parity between STU and GT3 (if warranted) including more weight on GT3 cars, less penalty for STU advanced aero option etc. CRB tries to suggest relatively low cost options (if possible) to promote participation.

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CRB understands that some STU cars will have difficulty reaching the allowed 4.0 percent weight reduction. CRB (and STAC) are currently discussing options that help with weight reduction including composite front fenders, change stock dash requirement and more. Again, hopefully relatively low cost changes.

95. #37041 (Pat Wildfire) #36881 (Club Racing Board) 2025 Prototype (P) Ruleset

Thank you for your letter. The Club Racing Board appreciates your comments. Please refer to the responses to letters #36742, #37097, and #37159 in the November Fastrack. The P2 class will be retained as a Majors-eligible class in 2025 and the P2 rule set will remain in the GCR for 2025.

96. #37054 (David Fiorelli) STU-GT3 Consolidation

Thank you for your letter. The Club Racing Board appreciates your comments and support.

97. #37063 (Eric Heinrich) More Info on Tire Equivalency and Weights STU-GT3

Thank you for your letter. The Club Racing Board appreciates your comments and information, which will be considered as this merger proceeds.

98. #37071 (Eric Heinrich) GT3 Merge - with T2 instead?

Thank you for your letter. The Club Racing Board appreciates your comments (really!)

99. #37072 (Eric Heinrich) GT3 Merge - with T2 instead?

Thank you for your letter. The Club Racing Board appreciates your comments.

100. #37093 (Stephen Blethen) Bring "Club" back to Sports Car CLUB of America

Thank you for your letter. Impound All has been done post race on occasion, often times however there is an issue of space. We agree that comradery is an important and sometimes lacking component of our events.

101. #37105 (Alan Orban) Class Combining

Thank you for your letter. The Club Racing Board appreciates your comments. Your concerns have been directed to the appropriate ACs and CRB liaisons.

102. #37126 (joe Aquilante) Against combining T1, T2 and A sedan

Thank you for your letter. The Club Racing Board appreciates your comments and concerns and will review the current directives accordingly.

103. #37132 (Frank Schwartz) Qualifying Criteria for Super Tours and the Runoffs

Thank you for your letter. The Club Racing Board appreciates your comments.

104. #37155 (Kent Carter) Addressing the slow driver issue at SuperTours and Runoffs

Thank you for your letter. The Club Racing Board appreciates your comments.

105. #37210 (Matt Wolfe) Consider different groupings for B-Spec

Thank you for your letter. The Club Racing Board appreciates your comments.

106. #37211 (Theodore Burns) Reconsider the Super Tour Run Groups

Thank you for your letter. The Club Racing Board appreciates your comments.

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107. #37213 (Derrick Moennick) FV Not included in Super Tour

Thank you for your letter. The Club Racing Board appreciates your comments.

108. #37214 (Ryan Higgins) Very disappointed in pulling FV from SuperTour

Thank you for your letter. The Club Racing Board appreciates your comments.

109. #37219 (Jennifer Bradford) Decision for Formula Cars at Super Tours

Thank you for your letter. The Club Racing Board appreciates your comments.

110. #37233 (Rockford Beauchamp) Super Tour Run Groups

Thank you for your letter. The Club Racing Board appreciates your comments.

111. #37234 (Kevin Brumbaugh) Super Tour Class Elimination

Thank you for your letter. The Club Racing Board appreciates your comments.

112. #37236 (Garey Guzman) Class Deletion from Events

Thank you for your letter. The Club Racing Board appreciates your comments.

113. #37237 (Jonathan Lee) Importance of FF and FV Classes

Thank you for your letter. The Club Racing Board appreciates your comments.

114. #37238 (James Lee) Keep FV and FF at HST events

Thank you for your letter. The Club Racing Board appreciates your comments.

115. #37239 (Robert Detrick) FV/FF Majors/Super Tour and Runoffs Future

Thank you for your letter. The Club Racing Board appreciates your comments.

116. #37240 (Brian Graham) Super Tour FF/FV/F6

Thank you for your letter. The Club Racing Board appreciates your comments.

117. #37242 (Randy Linn) F600 Future

Thank you for your letter. The Club Racing Board appreciates your comments.

118. #37244 (Jason Stine) Bonus Majors Races

Thank you for your letter. The Club Racing Board appreciates your comments.

119. #37249 (SCCA Staff) Return to 2 Qual Sessions for 3 Day Super Tours

Thank you for your letter. The Club Racing Board appreciates your comments.

120. #37255 (John Nesbitt) Opposition to HST Group Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

121. #37256 (Anthony Stefanelli) Small Formula Future

Thank you for your letter. The Club Racing Board appreciates your comments.

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122. #37257 (Ray Rivard) Small Open Wheel Racing

Thank you for your letter. The Club Racing Board appreciates your comments.

123. #37258 (James Dietz) HST Class Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

124. #37260 (Barry Shelton) Super Tour FV/FF Elimination

Thank you for your letter. The Club Racing Board appreciates your comments.

125. #37261 (Robert Wright) FF/FV Class Future

Thank you for your letter. The Club Racing Board appreciates your comments.

126. #37267 (Brian Styczynski) Super Tour Run Group Changes

Thank you for your letter. The Club Racing Board appreciates your comments.

127. #37272 (Joe Fisher) Class Elimination from Super Tour Events

Thank you for your letter. The Club Racing Board appreciates your comments.

128. #37280 (Jay Messenger) FF HST/Majors/Runoffs participation

Thank you for your letter. The Club Racing Board appreciates your comments.

129. #37284 (Bill Styczynski) Runoffs Qualifications & elimination from the Super Tour

Thank you for your letter. The Club Racing Board appreciates your comments.

SM

1. #37153 (Sean Hedrick) Road America Runoffs Incident and possible future improvements

NAR: SMAC documenting thoughts and listing possible future improvement ideas for future events for CRB consideration. Thank you.

T2

1. #36727 (Norm Benson) T2 2012 Mustang Question

Thank you for your letter. The Touring committee does not know how the class consolidation initiative will shape up. The committee is working to protect the interests of Touring and American Sedan racers. For 2025, we expect the status-quo.

T2-T4

1. #36248 (Raymond Blethen) Require Cars to Seal Rear Window or Hardtop Gaps

Thank you for your letter. The presence of a small crack under the hard tops has been visible for few years. Any advantage the crack may have caused had been adjusted during BOP changes in the past. If the air gap is an advantage, forcing them to close it would result in a different positive adjustment.

2. #36856 (Robert Maples) Removal of Steering Wheel Locks Not Required in Touring

Thank you for your letter. In many modern Touring cars, deactivating the steering wheel lock isn't as easy as it was in the old days. Many cars will have electronic safety systems that will not allow the car to operate unless all parts of the steering wheel lock operates exactly as designed. Naturally, there is nothing preventing you from deactivating your own. Given the redundant safety features in many modern cars, we feel that the risk of failure is very low.

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3. #37276 (Scotty B White) BOP for Auto Trans

Thank you for your letter. The touring committee believes that the concept of making automatic transmissions more appealing has merit. The TAC would like to enact the concept on a case-by-case basis. Making a wholesale change at this point, and adding multiple transmissions based on speculation is not a project that we're ready for. Adding a transmission to a spec line is a new classification and could be done throughout the year.

T3

1. #36071 (Patrick E Morgan) Homologation of C208 Chassis CLK430 to T3

Thank you for your letter. TAC reached out for spec line info in June. No response from letter writer.

T4

1. #36377 (Daniel Conway) BMW 320i T4 Expiration

Thank you for your letter. Member email indicates that he isn't interested in the spec line in T4 at this point.

2. #37101 (Marc Cefalo) Weight Reduction Across All T4 Cars

Thank you for your letter. The touring committee isn't prepared to decrease the weights of all contending cars in T4. We feel that the BOP is too close to risk such a drastic change. We will consider the concept that the cars are too heavy when making future adjustments. We can focus on lightening to help slower cars. Thanks.

Not Recommended

AS

1. #36826 (Melvyn Miller) Camshafts.

Thank you for your letter. The camshafts are still available from suppliers. we will continue to monitor if a change is needed.

2. #37091 (Philip Smith) Restricted Prep Mustang

Thank you for your request. The car is currently classed.

FC

1. #36655 (Moses Smith) Reclassify FMzR from FA to FC

The Club Racing Board does not recommend this change. The advisory committee attempted to contact the writer to obtain more information but received no reply. The requested information may be submitted with a new letter via the CRB letter log system if the writer remains interested in pursuing the request.

2. #36876 (Jacques Coury) Allowing JS F422 into FC

Thank you for your letter. The Club Racing Board does not recommend this change. The 1st and 2nd Gen F4 cars use a carbon fiber chassis, which is outside the FC class philosophy, but both cars are currently classified in the FX class. Please see the GCR for the specifications and restrictions.

P1

1. #36883 (Jack Baruth) Request Radical SR8 be moved out of GTX to P1

Thank you for your letter. The Club Racing Board does not recommend this change. The Radical SR8 has a turbocharged engine, which is not permitted in P1 and will not be permitted in the new Prototype (P) class. In addition, the SR8 is 300 pounds heavier than the heaviest car in P1 and nearly 800 pounds heavier than the lightest car in the class. This is undesirable from a safety standpoint. Also, the referenced height differences between cars in the GTX class's run group are not uncommon in other race groups in the SCCA, and drivers are accustomed to adjusting to this by being more observant when running together.

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2. #37089 (Ryan Szyjakowski) Honda K20 Intake for P1

Thank you for your letter. The Club Racing Board does not recommend this change. The P1 class will be discontinued effective 1/1/25 and no rule changes are planned in P1 before the end of the year, but the P1 rule set will be incorporated with minor changes in the rule set for the new Prototype class and the spec line for the Group CN Honda K20A-FD2 engine will be carried forward. Please note that since 1/1/24, the P1 Group CN spec line has allowed competitors to make unlimited internal modifications to the Honda K20A-FD2 engine while continuing to require the stock intake manifold with the stock 64mm single throttle body, and this specification will be continued in the new Prototype class. The requirement of using the stock intake system as the "restrictor" for the internally modified K20A-FD2 engine is based on information provided to the CRB which indicates that the Single Inlet Restrictor (SIR) typically used on P1 cars with automotive-based engines is incompatible with the K20A-FD2's intake layout on Group CN cars. On-track data obtained from a Group CN car using the Honda K20A-FD2 engine in unrestricted form (with unlimited internal modifications and aftermarket individual throttle bodies) established that the car was an overdog compared to other P1 platforms, and accordingly restrictions were imposed on the K20A-FD2 engine. The CRB obtained dynamometer data for an internally modified K20A-FD2 engine using various types of intake restrictions, including the restriction provided by using the stock Honda intake manifold with the stock 64mm single throttle body. The dynamometer data indicates that an internally modified K20A-FD2 engine using the stock 64mm single throttle body intake system produces horsepower comparable to a 2500cc engine with a 30mm SIR. While various factors limited opportunities to set a representative qualifying time during the official Runoffs qualifying sessions, the CRB has access to lap times recorded during the unofficial test days, and these records show that the qualifying lap time attributed to the Group CN car as evidence of the need for a competition adjustment is not indicative of the car's true potential. In addition, a Group CN car using the Honda K20A-FD2 engine in the form permitted by the P1 spec line (with unlimited internal modifications and the stock 64mm single throttle body intake system) has demonstrated lap-time performance similar to that of an Elan DP02 using a 2500cc engine with the same driver in West Coast SCCA events. Also, weight data obtained from that car shows that it is reasonably close to the Honda K20A-FD2 spec line's minimum weight. The CRB will monitor performance in the new Prototype class and will make adjustments as necessary based upon AiM data collected during on-track sessions.

FP

1. #36893 (Preston Obremski) Compression Request for SOHC Neon

Thank you for your letter, but this request is not recommended. It is still believed that this vehicle is classified correctly as is. Please continue your development efforts, understanding of the Production rules, and consulting with other known builders and racers.

SMX5

1. #37103 (Marc Cefalo) Clutch Pedal Bracket Bracing

Thank you for your letter. At this time SMAC does not feel this change is necessary as broken/damaged components are covered in the GCR with language that states "It is permitted to use industry standard procedures to repair damaged components"

ST General

1. #36636 (John Weisberg) Allow a weight break for competitors using 180+ treadwear tires

Thank you for your letter.

2. #37088 (Eric Heinrich) Fender Flare Language Revisited

Thank you for your letter. Rule language is adequate, no action required.

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T1

1. #36646 (Steven Byrkit) Flat Plate Restrictor Mfg Variance

Thank you for your letter. The letter writer wishes to machine a FPR and the allowed spacer into one piece. The Touring committee believes that the rule requires the FPR and the spacer to be 2 separate pieces.

T4

1. #36659 (Alex Cumming) RX8 Rule Change/Modification Request

Thank you for your letter. This is a popular car, that has recently performed very well at the Runoffs. We do not wish to approve anything that would even give the perception of improving performance.

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. #36387 (Kevin Stuckey) Ban Metal Tow Hooks

Effective 1/1/25, in Towing Eyes, GCR section 9.3.49, change as follows:

"All cars *with the exception of Formula and Sports Racing Category classes* ~~shall~~*must* have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. *Towing straps or folding towing eyes must be used when the towing point is in the area of the front or rear bumper. Rigid, OEM-style protruding towing eyes that screw or bolt into bumper covers are prohibited.* ~~These~~*Towing eyes or straps shall**must* be easily accessible without removal or manipulation of bodywork or other panels. The minimum ID of the ~~tow~~*towing* eye is 2 inches. The required ~~tow~~*towing* ~~eyes~~*eye or strap* must be strong enough to tow the car from a hazard such as a gravel trap."

SM

1. #37231 (Spec Mazda (SM/SMX) Committee) Seat Belt Tower Removal

In GCR, Section 9.1.7.3.c.8. add the following:

"1. It is permitted to remove the factory seat belt towers on both sides of the car. Once seat belt towers are removed it is permitted to trim the package shelf according to the NA/NB Package Shelf Trim Guidelines located at <https://www.scca.com/pages/technical-forms-and-downloads>.

2. Any modifications per Section 1 above will need to comply with 9.1.7.9.d."

SMX5

1. #37154 (Spec Mazda (SM/SMX) Committee) SMX Data Acquisition Language

In GCR, Section 9.1.7.1.D.20.1, changes as follows:

"A technical evaluation process for cars is available ~~from the Series~~. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline ~~from the Series~~, or having non-functioning data, may be grounds for penalty or disqualification. ~~by the Series~~."

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T1

1. #37259 (Anthony Saenz) Driveshaft Equivalence

In GCR, Section 9.1.9.1.I.2-2., change as follows:

~~"Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely."~~ *Driveshafts may be replaced with alternative materials ie. carbon fiber, aluminum, steel. Two-piece driveshafts may be replaced with one-piece units."*

T2-T4

1. #37247 (Touring Committee) Consider brake caliper allowances

In GCR9.1.9.2.D.6.a., change as follows:

~~"6. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors. In T2 only – 2 piece rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 5% of OE diameter. In T3 only – 2 piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter. Drilled and slotted rotors are permitted."~~ *T4- Performance alternative rotors are permitted but rotors must meet the sizes listed in the spec line. T2 and T3 only- Performance alternative rotors, including 2 piece rotors are permitted with a maximum diameter of 360mm."*

In GCR9.1.9.2.D.6.a., add the following:

"9. Touring 2 and Touring 3 only- 4 or 6-piston performance alternative brake calipers are permitted on the front axles."

T4

1. #37102 (Marc Cefalo) Hood Vents in T4

In GCR, Section 9.1.9.2.D.8.a.7. change as follows:

~~"Touring 2 and 3 only- Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch)."~~

Taken Care Of

AS

1. #36830 (Daniel Licklider) AS Regional Rule Changes

Thank you for your input.

GCR

1. #36434 (Eric Yagel) 9.3.49 Towing Eyes

Thank you for your letter. Please see the response to letter #36387 in this Fastrack.

2. #36493 (Jonathan Wickert) Rigid Tow Eyes

Thank you for your letter. Please see the response to letter #36387 in this Fastrack.

General

1. #37320 (Club Racing Board) Champions Provisional

Classes not invited to the Runoffs will not be permitted to use the defending champion's provisional entry.

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FP

1. #37012 (Preston Obremski) Request in Compression Change for SOHC Dodge Neon
Thank you for your letter. Please see response to Letter #36893.

IT General

1. #35721 (Barry Borgschatz) Driver Resume
Barry Borgschatz is being added to the IT Advisory Committee.

T2

1. #36728 (Norm Benson) Addition to letter 36727
Thank you for your letter. Please see letter # 36727 in current Fastrack.

T4

1. #36683 (Alex Cumming) Rule Change Request - Mazda RX8
Thank you for your letter. Please see #37102 in current Fastrack.
2. #37157 (Kevin Fryer) Request for Performance Adjustments in Touring 4
Thank you for your letter. Please see letter # 37281 in current Fastrack.
3. #37168 (Tom Bogar) Mazda MX5 ND1 Competition Adjustment
Thank you for your letter. Please see letter # 37085 in current Fastrack.
4. #37221 (Richard Mooney) MX5 2006-2015 NC Help
Thank you for your letter. Please see changes in letter #37281 in current Fastrack.

What Do You Think

None