

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

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 January 20.

CLUB RACING BOARD MINUTES | January 7, 2025

The Club Racing Board met by teleconference on January 7, 2025. 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, and Mark Weber, BoD liaisons; Eric Prill, Chief Operations Officer, Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

1. #37366 (Andy Doyle) Ford Fiesta Restrictor Increase From 39mm to 40mm Request

Thank you for your letter. Your request will be taken into consideration within the entirety of the BOP discussion.

FV

1. #37100 (Brian Farnham) Transmission Clarification

Thank you for your letter. Polishing that is not required to effectively clean a part and is not performed by the original manufacturer or called out in the service manual for a part constitutes a modification of the part, and the rules state that components of the powertrain (such as components within the transmission) may not be modified unless specifically authorized by the rules.

General

1. #37473 (Joshua Justice) On the Issues with Formula Car racing

Mr. Justice,

Thank you for your letter.

First and foremost there is not a dictator, one person did not make decisions concerning the Super Tour. Do not lay this at the feet of any one individual. The CRB, BOD, and Staff are all involved and as you might expect there was passionate debate and varied thoughts and opinions. In the end a decision was made which we all believe was the best for SCCA. If missteps were made it is our intention to correct them.

Indeed, the problem that we face in the current Road Racing Program is that of run groups. Allocating classes to those run groups and fitting those groups into an event schedule is no easy feat. As we continue to evaluate the program we will be paying particular attention to one of the most valuable commodities, "track time". Each year SCCA and its Regions purchase a finite number of track minutes. We will be evaluating how we can improve the allocation of cars, classes, and run groups across those track minutes to improve the on-track experience of all.

Last month the CRB approved a request which eliminates the requirement that an FF or FV driver finish in the top 50% of points from the Runoffs qualification criteria. This was done due to the inequity that was inadvertently placed on those classes when they were excluded from the Super Tour. We do not envision a participation issue with either FF or FV such that their Runoffs

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invitation will be in peril in the next few years; should that arise however their exclusion from the Super Tour will certainly be considered. Also, rest assured that there is no intent to eliminate formula or prototype classes from the SCCA. It is those classes which distinguish this organization from its competitors. What we need to get a better handle on is how to improve participation in those classes. With the various semi-pro series that also feature these cars the entries are spread thin. This is further exacerbated by the fact that the cost and time required to service these cars is in many instances far greater than for those in other classes. Competitors in FF and FC are working independently from SCCA to build participation; you are encouraged to join in their efforts.

As for the health of FA we will simply have to agree to disagree. FA has put some impressive stats on the board ranking #10 overall with 4.69 average entries for the 2024 Super Tour and Runoffs. FA had 25 entries at June Sprints and 13 entries at Runoffs.

Finally we will give consideration to your super-class concept. In essence you are suggesting that we not consider the health of any specific class, but lump all classes of similar ilk into the same run group and hand out awards for all. This promotes participation over the health of any specific class. Should this concept be applied to Majors, Super Tour, and Runoffs or just Majors? Should a Runoffs National Championship be awarded regardless of class participation? Does this water down or diminish the value of a championship?

Again, thank you for your letter.

2. #37492 (Joe Camilleri) Request to Bring Back Driver Meetings at Runoffs

Thank you for your suggestion and observations. The CRB and Executive Stewards will discuss your request as it pertains to Runoffs and other events as well.

3. #37498 (Anthony Stefanelli) Question About New 5.0 Automatic Class Runoffs Participation

Tony, Thank you for your letter. There will not be a phase-in of the new 5.0 average. That being said, keep in mind that the 5.0 average applies to automatic invitations just as the 4.0 average has applied in years past. Just because a class does not make the 5.0 average does not mean that it will not be invited, it only means that the invitation is not automatic.

4. #37500 (Anthony Stefanelli) Idea to Make More Track Time Available

Thank you for your suggestion and observations. We will discuss your request as it pertains to Runoffs and other events as well.

5. #37522 (AJ Snyder) P Runoffs Qualification

Thank you for your letter. GCR section 9.1.8.B.K states that "P2 cars may compete in either the Prototype class or the P2 class but must participate in the Prototype class to the extent necessary to qualify for an invitation to the Runoffs in Prototype."

T2-T4

1. #37551 (Ben Slechta) T3-4 Class Creep

Thank you for your letter. The committee agrees that we'd like to keep creep to a minimum. Recent changes have been made to the category rules that we hope will decrease operating costs or improve safety. Recent changes to improve cooling are intended to improve engine longevity. The caliper allowance was intended to target T2 and T3 cars that did not have a performance caliper allowance. Most contenders already had some variation of a race-quality caliper on their spec line. We felt it important to offer that safety and durability to the remaining spec lines. Over time, 4 piston options have decreased in lieu of 6-piston offerings. By making it a category rule, we won't be burdened by discontinued or unavailable parts moving forward. There are two topics that could be regarded as "creep" that we are currently working on. We have been asked to

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consider 1) removing the camber limit rule, and 2) allowing adjusters on shocks in T4. We requested surveys be sent to members to be sure that this is what we all want before we make a decision.

T4

1. #37095 (David Fallat) Request to add 2011 Jetta 2.5L

Emailed member in October and haven't had a response. Please resubmit if interested.

2. #37335 (Raymond Blethen) Proposal to Revise Spring Rule for Mazda RX-8

Thank you for your letter. A maximum spring rate has been the standard spring allowance method for the touring classes (as well as B-spec and C-spec) for years. The variability in the rule allows people to make adjustments to suit their needs, making cars more competitive, more consistent and appealing.

3. #37339 (Raymond Blethen) Opposition to Changes to the T4 Mazda RX-8 weight or restrictor

Thank you for your letter. The Rx8s with data boxes were all over the minimum weight at the finish of the championship race. One of the RX8s on the podium was over the new weight. The restrictor plate change is meant to be a small adjustment in performance as we want the Rx8 to do well but it was far enough outside of the performance envelope we could not leave the BOP as is in fairness to other competitors in the touring class. This is the first plate change in the spec line's history. Data reports supporting this adjustment were presented on the "SCCA Touring Racers" Facebook page. Also note, the 3 outlying RX8s are new to the class and are likely to be faster as they spend more time developing their cars.

4. #37377 (Oscar Jackson) 3.7 Liter Mustang

Thank you for your letter. Data presented publicly shows that the 4.0 liter Mustang is not capable of competitive trap speeds or acceleration rates. It is 3225lbs (still 25lbs heavier than the new RX8 weight), it has a straight axle and bad aero. So, the 4 liter doesn't handle as well, and it can't accelerate as well. Its not capable of being competitive in T4.

The 3.7 is the same chassis as the 4.0. It has a 50mm FPR (9mm smaller than the RX8) to reduce HP, and it weighs 3400 lbs. We are also requiring it to be represented at 3 HST events prior to the Runoffs. The TAC believes the change is both justifiable and done with caution.

5. #37428 (Alex Cumming) Mazda RX8 Airbox

Thank you for your letter. All eyes are on this spec line and nothing that can be perceived as a performance benefit will pass. The car isn't relatively hard to work on.

Not Recommended

ITS

1. #37477 (Fred Brett) Weight Reduction Request

Thank you for your letter. The Club Racing Board does not recommend a weight reduction.

SM

1. #37508 (Michael Fornetti) Cage and Foot Area Safety

Thank you for your letter. SMAC does not believe that this change is warranted at this time. Many on the SMAC are either shop owners/ fabricators or salvage yard operators. In the collective years we have in SM we have never seen an impact (including the most recent RA crash) that compromised the sill plate inside of the cage attachment points. If we understand your concern correctly, it is compressing the sill plate along its longitudinal (front to back) axis. If that is the concern there are current

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ways within the existing rule set to strengthen the car for that scenario. We would also point out that recent cage rule changes do allow a 9th and 10th attachment point would also help in the scenario you present.

2. #37509 (Michael Fornetti) Revision to Request #37508

Thank you for your letter. Please see response to letter # 37508 in current Fastrack.

3. #37543 (Jim Drago) Penske Shocks

Thank you for your letter. SMAC will request that Mazda take the recommendation to Penske to modify the shock shaft. The requested modification may come with a price increase so the request will need to be evaluated once/if any increase amount is established.

T2-T4

1. #37350 (Oscar Jackson) 200TW Tire Rule Consideration

Thank you for your letter. The touring committee does not wish to require Touring cars to use 200tw tires.

T3

1. #37410 (David Mead) Adjustment for 2005-2010 Mustang GT V8

Thank you for your letter. There are viable ways to adjust the BOP on this spec line without swapping any major parts.

T4

1. #37392 (Oscar Jackson) Request for Acura TSX FPR Adjustment

Thank you for your letter. Please bring it out and race it so we can see data.

2. #37395 (Oscar Jackson) Request to Move GR86/BRZ to T4

Thank you for your letter. This model just set the T3 record at Sebring in T3 at 2:25.3. It is a contender where it is.

3. #37472 (Tony Kiratsous) Manual Transmission Swap Allowance

Thank you for your letter. This model has been extensively raced in the class without issue. Used OEM replacement transmissions are affordable and available. Please consider how you are using it or how you are servicing or cooling it.

4. #37512 (Tom Bogar) Mazda MX5 ND1 2016-2018 Adjustment

Thank you for your letter. Recent changes were made to improve this car.

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.

SM

1. #37489 (Adam Smalley) Downpipe Rule Change Request

In GCR, Section 9.1.7.1.I., add the following:

"(Effective Date 3/1/25) 2.1.6.L (1990-1993): The exhaust downpipe internal factory welds may be ground from the interior of the OEM downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

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2. #37566 (Spec Mazda (SM/SMX) Committee) NA8 Downpipe

In GCR Section 9.1.7.1.I, change as follows:

"**3.** 1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

(Effective Date 3/1/25) 4. 1.8L (1994-1997): The exhaust downpipe internal factory welds may be ground from the interior of the OEM exhaust manifold downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

SMX5

1. #37567 (Spec Mazda (SM/SMX) Committee) Weight Change for SMX Standard Bore

In GCR, Section 9.1.7.1.D.1, change as follows:

"(Effective Date 3/1/25) The minimum vehicle weight with driver is 2,500lb for standard bore engines and 2,525.0 lb for allowed overbore engines."

Taken Care Of

General

1. #37483 (Jack Walbran) Proposed Rules for Bonus Majors

Thank you for your letter, the Staff is looking into your request and will respond asap.

GT3

1. #36703 (Taz Harvey) Rename it GTU

Thank you for your letter. The CRB has designated this class as GT3U Majors/Runoffs Class for 2025

T1

1. #37171 (Tony Ave) GT4 Parity to Corvette

Thank you for your letter. Please see letter # 37170 in current Fastrack.

T2

1. #37357 (Scotty B White) **NEW** 5% Brake Rotor Rule

Thank you for your letter. A correction was sent to revise the prelims. The wording is already in the Fastrack to protect T2 cars currently using the 5% diameter allowance.

2. #37432 (Kurt Rezzetano) BOP Adjustment for 5.0L Mustangs

Thank you for your letter. We took 50lbs off in letter 37185, which is in the January Fastrack.

3. #37433 (Kurt Rezzetano) BOP Adjustment for S550 mustangs

Thank you for your letter. Please see letter # 37275 in current Fastrack.

4. #37479 (joe Aquilante) 2018 to 2023 Mustang GT Restriction Request.

Thank you for your letter. Please see letter # 37275 in current Fastrack.

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T3

1. #37548 (David Mead) Allow T3 2005-2010 Mustang GT 4.6 V8 to use Coyote 6speed
Thank you for your letter. Please see letter # 37410 in current Fastrack.

T4

1. #37385 (Randy Schneiderheinze) Opposed to T4 RX8 59 mm Restrictor
Thank you for your letter. Please see letter # 37339 in current Fastrack.
 2. #37390 (Chris Braunlich) RX8 BOP Adjustments
Thank you for your letter. Please see letter # 37339 in current Fastrack.
 3. #37412 (David Mead) BOP Adjustment in T4
Thank you for your letter. Please see letter # 37339 in current Fastrack.
 4. #37419 (Richard Dickey) T4 RX-8 Spec Line Change
Thank you for your letter. Please see letter # 37339 in current Fastrack.
 5. #37450 (Jason Benagh) Request to Rescind Changes to the Mazda RX-8 in T4 BOP
Thank you for your letter. Please see letter # 37339 in current Fastrack.
 6. #37541 (Chris Braunlich) Correct NC Miata wheel width
Thank you for your letter. This was already corrected by S2.
1. #37451 (Raymond Blethen) Alternate Option For Changes to Mazda RX8
Thank you for your letter. Please see letter # 37339 in current Fastrack.

What Do You Think

None.