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Terry Jongen
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Via Email

Re: SCO ET cut-off Rule proposal

I would like to put my opinion forward regarding the rule proposal to alter the ET Cut-offs to Supercharged Outlaws.

The two main purposes of SCO were;

1. Designed and implemented to be a stepping-stone from Super Sedan and Modified to Group 2.
2. Designed to be budget friendly for Group 2 style cars that could not cut it in index racing.

Looking back at the last seven seasons a very high proportion of new racers to the bracket and existing racers with no intention of stepping up to Group 2, have and do run 7.51-7.99

I feel the proposal has been poorly worded in terms of the insinuation drag racing is cheap and those running slower than 7.50 can afford to step up. Every 10th of a second costs a lot of money not to mention increase in maintenance. Most SCO racers do not have sponsors and in many cases have to pay an engine shop to build and maintain their vehicles. The crew on most of these vehicles lack substantial tuning and engine-building experience, to force them to push their equipment into uncomfortable territory would and does create a safety issue.

To say to a racer who has successfully competed in SCO for a number of seasons we are sorry but you have to go back to Super Sedan would be ridiculous. This would also grossly devalue the racers financial input into the sport.

From the other side, to reduce the cut-off to 6.00 would again push some cars never designed to run such times into dangerous territory. If a car is capable of running these numbers then they have Group 2 to do this. SCO is a DYO class not a run it out the back door class.

I would also like to point out that most racers are well aware when they build a car or buy a ready to race deal what brackets they can compete that car in. To try and change the rules

to suit a couple of racers unable to compete with the big boys is very unfair to the majority and goes against all principles as to why SCO was started initially.

A 6.00 cut-off makes the cut-off lower than some indexes in Group 2 which again seems odd and would create confusion for racers and spectators alike. It would also discourage new racers to make the step up from Super Sedan and Modified, as a 6.00 cut-off is not obtainable on a family friendly unsponsored vehicle, even a 7.50 takes a lot of money to do and starting from scratch to achieve that is not easy.

This proposal will also affect "the show". The racers forced to step-up will create more down time with breakages and it will also mean more between round maintenance requirements this in turn meaning schedule issues due to the short turnaround times given to SCO at most meetings.

"Lifestyle" is a big part of SCO and as such, any pressure to run the cars faster and harder will detract from the relatively relaxed enjoyment most teams currently enjoy.

Ian Foster is a perfect example of how this rule change will affect some teams. Ian does very little between round maintenance on his car yet he has a very consistent package and is regularly in the finals. To force him to run sub 7.50 will destroy his enjoyment of the bracket and most likely force him out because of financial pressure.

I would also like to point out that the proponent of this submission struggled in his early days in SCO and continues to do so with frequent breakages to the driveline. This particular vehicle has only been running in the 6.50 ET areas for a very short time in terms of meetings completed.

Thank you for your time and consideration.

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