

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 2, 2015

The Club Racing Board acted on the following letters. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing. The following decisions were made:

Member Advisory

Prd

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please

The CRB appreciates all the comments on this issue. The question of allowing a weight reduction for cars that run DOT tires together with a number of other issues concerning wheel/tire sizes in Production will continue to be reviewed this year with decisions anticipated by the end of the year. All additional letters are welcome.

The CRB thanks the following authors for their input:

16410, Blake Meredith; 16419, Philip Royle; 16478, Sam Henry; 16479, Eric Prill; 16497, Scott Lunder; 16548 and 16825, Eric Heinrich; 16550, Curtis Wood; 16577, Aaron Johnson; 16578, David Ellenwood; 16588, Bill Lankin; 16591, Bill Perry; 16596, Mark Buskuhl; 16597, Mike W. Ogren; 16601, Ralf Lindow; 16602, William Trainer; 16606, Kyle Disque; 16644, Brian Linn; 16659, Les Chaney; 16818, Jerry Oleson; 16820, Jason Stine; 16821, James Whitten; 16844, Greg Amy; 16852, Darryl Pritchett; 16907, Chip O'Toole; 16953, Michael Heintzman.

No Action Required

FC

1. #17026 (Brendan Puderbach) FC, Diffuser Clarification

Thank you for your letter. Diffusers are defined as bodywork in section 9.1.1.B.4 of the GCR and specifications are listed in sections 9.1.1.B.4.c and 9.1.1.B.4.d.

GCR

1. #16215 (Mike Ogren) Change Low Hoop Down Tube Position

Thank you for your letter. The current rules are adequate as written. The CRB has contacted the author and the author did not provide additional information.

2. #16477 (Rob Futcher) Majors Accord/Class Consolidation

Thank you for your feedback.

3. #16509 (Dan Hodge) Tow Points

Thank you for your suggestion. The current tow point rules are adequate as written.

GT

1. #16975 (Eric Heinrich) The Future of Forced Induction in the SCCA

Thank you for your letter. Your points are noted and the CRB may need to address forced induction in GT at some time in the future.

GT2

1. #16961 (David Herrington) Porsche Cup Car Side Windows

Thank you for your letter. Please see the GT2 Porsche 996/997 Cup rules "Notes". What "is" and "is not" allowed is specified.

GT3

1. #16970 (Michael Heintzman) Horsepower Target - GT3

Thank you for your letter. The GT3 horsepower target was originally set at 275, and that is the number the CRB uses for classification purposes. Engine development, over time, most likely delivers slightly higher numbers, even today.

EP

1. #16773 (Phillip Pierce) Prep 1 Injected Intake Manifold

Thank you for your inquiry. 9.1.5.E.1.b.7. requires use of the stock or permitted alternate manifold. This specific rule would control over any more general rule.

HP

1. #16811 (Jeff Janoska) VW Rabbit 1588 Error?

Thank you for your letter. The size of the intake valve used in this car is the material limiting factor in the intake tract and thus it is not believed this carburetor allowance will place this car outside the HP performance envelope.

STL

1. #16934 (Jon Sewell) Clarification of Alternative or Open Statement Water Pump
Thank you for your inquiry.

9.1.4.G.22 states: 22. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.

9.1.4.H.1 states: 1. Water Cooling

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

If the stock method of cooling is water, and the water pump is unrestricted, an electric water pump is allowed.

2. #16991 (Buzz Marcus) Weight Mazda

Thank you for your request. The Super Touring category sets weights on engine displacement, with adders and subtractors due to vehicle characteristic (rear wheel drive, struts, etc). Further, the category allows engine swaps so that competitors have the flexibility to choose their preferred engine/chassis combination.

The CRB has no plans to lower the Miata's weight at this time but will continue to monitor performance.

T2

1. #16939 (Harley Kaplan) Drop the Weight of the E92

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

T4

1. #16923 (Ed Barr) Allow 18 Wheel size for BRZ/FRS

Thank you for your request. The 18 inch wheel has not been listed in the specifications for T4 eligible cars. This was confirmed by the Subaru factory. If this option becomes available, please submit an additional letter.

2. #16955 (Marcel Berkhout) Wheel Weight Question

Thank you for your inquiry. Wheel weights may not be used to meet the 15 lb minimum weight of the wheel.

3. #16966 (Joe Cooley) Stop Listening to West Coast T4 Drivers Who Can't Build a Car

Thank you for your letter. The CRB will continue to monitor recent changes, the class results and data.

4. #16967 (Joe Cooley) Opposes SM5 in T4

Thank you for your feedback.

5. #16979 (Jerry Rigoli) Miata Wheels

Thank you for your inquiry. Please refer to Notes section: "Original wheels must be used on the car."

Not Recommended

AS

1. #16175 (Marty Grand) 2011-13 Mustang GT RP Adjustments Questions

Thank you for your letter. The car is correct as classified.

2. #16928 (Cheyne Daggett) Add S197 RP Mustang

Thank you for your suggestion. The CRB does not recommend this change.

P2

1. #17013 (Jeff Shafer) P2 Engine Table

Thank you for your letter. The CRB does not recommend adding another Spec Line to the P2 engine table at this time.

GT2

1. #17002 (Amir Haleem) Allow Toyota Supra Turbo into GT2/ST

Thank you for your letter. The CRB is not classifying new cars with forced induction into GT2/ST. Any forced induction cars currently in GT2/ST arrived via the GT2/ST consolidation.

EP

1. #16826 (James Rogerson) Rules Specific to Daytona

Thank you for your letter. The CRB is committed to keeping all cars classed in Production competitive and adding new cars (whether old or new in terms of when they were manufactured) that fit into the performance envelopes of the involved classes. To the CRB's knowledge, no newer cars have been excluded from Production unless completely outside the performance range of Production (for example cars with large current technology V-8 engines).

2. #16842 (Dave Kavitski) Removal of 77 lb Weight Penalty

Thank you for your request. The results of the last two years of competition have demonstrated that the 1990-1997 hybrid Miata is as competitive as the 1999-2002 Miata or any other car running in EP.

HP

1. #16724 (Matt Brannon) 13x7 / 15x7 on All HP Cars

Thank you for your letter. At present there are sufficient tire options available for the listed wheel sizes in HP so that this change, which would result in a significant expenditure by competitors to go to the larger wheel size requested, is not warranted.

2. #16977 (Matt Brannon) Additional Clarification on HP 7

Thank you for your letter. Rain tires are available to fit the 13x6 wheel allowed in HP. A number of issues relating to wheel/tire sizes in Production are being reviewed with decisions anticipated by the end of 2015.

STL

1. #16971 (Bobby Beyer) Please Allow the Toyota 1NZFXE Engine

Thank you for your request. The compression ratio for this engine too far exceeds the STL limit of 11:1. The CRB is currently reviewing whether to allow direct injection engines with higher compression in ST. Developing the formula for this is in process.

T4

1. #16945 (Dave Wheeler) Allow Aftermarket Clutches in T4

Thank you for your request. The CRB does not recommend this change.

Recommended Items for 2016

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.

None.

Taken Care Of

AS

1. #16177 (Cheyne Daggett) Adjustments to 2011-14 Mustang GT RP

Thank you for your letter. Please see the response to letter #16175.

GCR

1. #15866 (Philip Yaccarino) Use of 2 Inch Shoulder Harnesses

Thank you for your letter. Please see the response to letter #16441, April 2015 Fastrack Technical Bulletin.

2. #16498 (Paul Gauzens) Recommended Item for 2016 - GCR 1.5 Drones at Track

Thank you for your support. Please see the final wording for this letter in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

3. #16691 (Ray Phillips) Rain Light (Flashing or Strobing)

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

4. #16692 (Mark Filip) Rain Light

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

HP

1. #16780 (Randall Smart) Increase Allowed Wheel Size in HP

Thank you for your letter. Please see response to letter #16724.

SM

1. #16819 (Mark Gibbons) Legal or Not legal

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

The CRB thanks this author and the below 24 authors for their feedback on this recommended rule change. The CRB used this feedback to change the recommendation before it was presented to the Board of Directors. The Board of Directors passed the new language in their May 2015 meeting, effective 1/1/2016. See the Board of Directors Minutes.

2. #16827 (Keith Andrews) #16783 (Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

3. #16856 (KEITH ANDREWS) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

4. #16859 (Michael Collins) Cylinder Head

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

5. #16868 (Ademir Fedumenti) Proposed Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

6. #16874 (Ralph Provitz) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

7. #16880 (Kyle Webb) Radius Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

8. #16882 (Frank Todaro) Recent Proposal to Clean Up Rule Regarding Valve Cut Radiusing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

9. #16883 (John Mueller) 9.1.7.C.1.a.1.f.5 Timing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

10. #16885 (Josh Smith) Not Another Rule Clarification

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

11. #16887 (Todd Ayers) #16783 (May Fastrack Club Racing Board) Update to 9.1.7.C.1.a

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

12. #16888 (Will Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

13. #16890 (Sean Hedrick) Unshrouding Language

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

14. #16892 (James Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

15. #16896 (James Rogerson) Blueprinting Definition Change and Miata Head Machining

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

Blueprinting is not allowed in SM, so the blueprinting .040" radius does not apply to SM.

16. #16897 (Robert Charlesworth) Rule Change #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

17. #16899 (Dennis Mathias) Cyclinder Head Rule

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

18. #16901 (Chris Giesen) Radius Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

19. #16902 (Skip Brock) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

20. #16903 (Will Schrader) Cylinder Head Rule Change

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

21. #16904 (Dave Dunning) Unshrouding of Valves

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

22. #16909 (Matthew Kessler) Proposed Change of GCR 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

23. #16925 (Danny Steyn) Valve Unshroud Rule 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

24. #16931 (Michael Rossini) Clarify 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

25. #16956 (Jordan Wand) Unshrouding Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

T2

1. #16912 (Harley Kaplan) Re-Consider BMW E92 Penalty

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2015

NUMBER: TB 15-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/1/2015 unless otherwise noted.

American Sedan

AS

1. #16927 (Cheyne Daggett) Add 2014 Mustang GT to 2011-13 Specification Line

In AS, Add the 2014 model to the following spec lines:

Ford Mustang GT (05-13 **14**) (Note: This is the Full Preparation Specification Line)

Ford Mustang GT 5.0L DOHC (11-13 **14**) (Note: This is the Restricted Preparation Specification Line)

B-Spec

None.

Formula/Sports Racing

P1

1. #16941 (Formula/Sports Racing Committee) Clarify 9.1.8.C.J.1.

In section 9.1.8.C.J.1., change the language as follows:

~~Unless otherwise specified, minimum weight is 1200 lbs. See weight table A below for spec line cars.~~ *Applicable minimum weights are specified in the P1 Engine Table, Table L, or Table 1 (Spec Line Cars).*

2. #17034 (Jim Devenport) End Plate Clarification

In section 9.1.8.C.B.4.c., correct the language (from letter #16315) regarding the eligibility of Group CN cars:

"Article 3.7.6 Rear wing. FIA CN cars running in SCCA category P1 are not required to meet the wing width rule as written in Article 3.7.6, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Viewed from the side, the rear wing (main wing and end plates) must be contained within a parallelogram of ~~400mm~~ **330mm** vertically by 400 mm horizontally and must not have a width greater than 2000 mm."

P2

1. #16554 (Jeff Shafer) Radical SR3 Radical Cup Spec Line

In P2, Table 1 (Spec Line Cars), Radical SR-3 Radical Cup, change the restrictor as follows:

~~42.5mm~~ **Unrestricted**

GCR

1. #16730 (David Gomberg) Restart Scoring Clarification

In GCR section 6.8, paragraph 2, clarify the language as follows:

"For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored)." When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted."

2. #16747 (GCR Committee) Sanctioned Event and Disqualification Definitions

In GCR section 7.2.H. clarify as follows:

"An entrant, driver, or car may be disqualified from **a competition or** an event. Rights to awards in the competition **or event** are automatically forfeited."

In FE Section 9.1.1.I.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In FE Section 9.1.1.I.19.1., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.b., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.d.1., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.d.1., clarify as follows: "Disqualification from **a competition or** the event."

3. #16824 (John Nesbitt) Clarify Powers of Series Chief Steward
 In GCR section 5.12.2., clarify by adding language as follows:

"For all other changes to the Supplemental Regulations, the Series Chief Steward must file a Request for Action with the SOM."

4. #16831 (Lyn Greenhill) Incorrect Cross Reference in GCR
 In GCR section 5.9.3.C. change the reference of 5.12.23.C.5 to **5.12.3.C.5**.

Grand Touring

GT2/ST

1. #17106 (SCCA Staff) Clarify the Model Years for the Corvette
 In GT2/ST, clarify the Corvette models years by adding the following:
 (-2014)

Improved Touring

None.

Production

1. #16785 (Jason Isley) Side vent clarification
 In Production section 9.1.5.E.9.a.8.C. add the following language at the end of the section:

"The duct(s) and the mount for the same in any door window opening cannot exceed 8" in height and 12" in length."

EP

1. #16722 (Philip Royle) Classify the 2012-2013 Honda Civic Si in EP
 In EP, classify the 2012-2013 Honda Civic as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Honda Civic Si (2012-2013)</i>	2	2450 * 2511 ** 2573	4 Cyl. DOHC	3.43"x3.90"	143.7 c.i.	Alum	Alum	(I) 1.42" (E) 1.22"	Fuel injection Throttle Bore 2.52"	103.1"	63.3"/64.2"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic Si (2012-2013)</i>	18x8	5 or 6	(F) 11.8"x.98" vented (R) 10.2"x.35" solid		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

2. #16919 (Philip Royle) Correct compression allowance for '02-'06 Nissan Sentra SER-V
 In EP, Nissan Sentra SER Spec V (02-06) correct the compression ratio as follows:

"Comp. ratio limited to ~~10.0:1~~ 12.0:1."

3. #17006 (Ronald Earp) Mustang in EP
 In EP, classify the Mustang as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Ford Mustang (94-98)</i>	2	2700 * 2768 ** 2835	6 Cyl. OHV	3.81"x3.39"	231.7 c.i.	Iron	Alum	(I) 1.783" (E) 1.456"	Fuel injection	101.3"	66.5"/66.8"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Ford Mustang (94-98)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.83" vented (R) 10.5" solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .500"</i>

FP

1. #16963 (Hayes Lewis) Move Porsche 924 from FP to HP

In FP, Porsche 924 (76-84), the performance potential of this car is too great to allow it to be moved to HP. To make this car more competitive in FP, change the following specs:

"Comp. ratio limited to ~~10.5:1~~ *12.0:1*."

Weight: ~~2200 *2255 **2310~~ *2125 *2178 **2231*

HP

1. #16667 (Chris Patrick) Spitfire Prep 1/2

In HP, Triumph Spitfire prep. level 1/2, clarify/correct as follows:

Triumph Spitfire *Mk. III & IV*

Add to the track column: *Mk. IV rear track: 54.6"*

2. #16736 (Larry Svaton) support of Matt Brannon request/errors and omissions

In HP, Fiat X-1/9 & Bertone 1500, the Fiat X-1/9 1300 (level 2), and the Fiat X-1/9 1500, add the following to the notes:

"Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."

3. #16822 (Lee Niffenegger) Classify 2015 Honda Fit

In HP, Classify the 2015 Honda Fit: see attached

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Fit (2015)</i>	<i>2</i>	<i>2250 * 2306 ** 2363</i>	<i>4 Cyl. DOHC</i>	<i>2.88"x3.53"</i>	<i>91.38 c.i.</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 1.15" (E) .99"</i>	<i>Fuel injection Throttle Bore 2.06"</i>	<i>99.6"</i>	<i>62.6"/61.9"</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Fit (2015)</i>	<i>15x7</i>	<i>6</i>	<i>(F) 10.31"x.83" vented (R) 7.87"x.1.57" drum</i>		<i>Comp. Ratio limited to 11.5:1, Valve lift limited to .425"</i>

Spec Miata

None.

Super Touring

STL

1. #16653 (Philip Royle) Classify the Scion FRS in STL

In STL, Table B, classify the Scion FRS and Subaru BRZ as follows: see attached

STL	Max. Displacement	Min. Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>1998</i>	<i>2900</i>	<i>Notes: Stock OEM engine as delivered from the factory. Cold air intake and exhaust header permitted.</i>

Touring

T2

1. #17007 (Touring Committee) Allowance of parts for the 06-08 Porsche 911 Carrera S
In T2, Porsche Carrera S (06-08), add to the notes as follows:

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.”

2. #17010 (Touring Committee) Clarify clutch disc/ pressure plate weight
In Touring section 9.1.9.2.D.1.i., replace the language as follows:

~~5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.~~

5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 5% of the factory OEM clutch disc and pressure plate.

~~6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.~~

6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is no lighter than 5% of factory OEM weight.

T4

1. #16980 (Jerry Rigoli) Miata Power Steering

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

“De-powered steering rack permitted.”

The CRB is acknowledging the scarcity of manual racks and their availability. New parts are no longer available. Core exchange/ rebuilds are very costly (\$1100).

2. #17009 (Touring Committee) Correct wheel size for 99-00, 01-05 Miata in T4

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

“Wheels meeting the Spec Miata requirements are allowed.”

This was intended to be included years ago when the SM kit was permitted for this spec line. It wasn’t until we got a letter asking for clarity we found this omission.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stephen C. Hyatt vs. SOM

COA Ref. No. 15-03-NE

May 25, 2015

FACTS IN BRIEF

On May 2, 2015, after the Majors race for SRF3 at Summit Point, the Chief Scrutineer, Stephen Spector, filed a Technical Inspection report stating that SRF3 #69 driven by Greg Obadia was under weight. The car was measured three times in two directions and the scales showed the same weight of 1558 lbs when the minimum weight is 1560 lbs. Assistant Chief Steward, Fred Brinkel, filed a Chief Steward's Action (CSA) to move car #69 to last in class. After review of the scale certification report, dated 4/7/2015, Earl Hurlbut, Series Chief Steward (SCS), withdrew the CSA citing tolerance of the scales. Race Official Stephen Hyatt, a National Scrutineer, protested the decision of the Chief Steward.

The Stewards of the Meeting (SOM), David Gomberg, A.G. Robbins, John Deonarine, and Charles Dobbs, Jr. (Chairman) met, reviewed the presented evidence, and heard testimony from three witnesses. The SOM disallowed the protest. Mr. Hyatt is appealing their decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Rick Mitchell (Chairman) met on May 21, 2015 to review, hear, and render a decision on the appeal. John Nesbitt, member of the Court, was recused from discussion of the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Hyatt received May 9, 2015
2. Official Observers Report and related documents, received May 13, 2015
3. Witness Statement from Dennis Dean, Chief Steward dated May 13, 2015
4. Summary of Activity from Earl Hurlbut, Series Chief Steward received May 13, 2015

FINDINGS

Mr. Hyatt cites three issues in his appeal. The first is Procedural/Conflict issues. Prior to his Protest members of the SOM reviewed the certification of the scales and discussed the results with the Chief Steward. The certification was the reason the CSA was withdrawn. Review of the event is a task required of the SOM. It is not inappropriate for the SOM to have reviewed the certificate prior to receipt of the protest.

Mr. Hyatt also cites the Chief Steward's wrongful application of GCR 5.9.4. and Appendix G. used to allow a tolerance of +/- 4 lbs in the weighing. The COA agrees that GCR 5.9.4. states "The scales at the event are the official scales for the event" and GCR Appendix G.2.1. states "Weight is absolute minimum." The Chief Steward may not change the tolerance of a measurement standard specified in GCR Appendix G.2. However, the Chief Steward does have the power to waive compliance requirements per GCR 9.2.1.H. The Chief Steward also may decide to not initiate a CSA or RFA for non-compliance issues per GCR 8.1.3.

The COA urges all competitors to weigh their cars early at each event to make sure they make the minimum weight before qualifying. The COA reminds Chief Stewards that measurement standards may not be modified except by the Club Racing Board.

Lastly Mr. Hyatt cites the CS wrongfully interpreted the scale calibration procedure outlined in GCR 5.9.4.C.2. which states "On-site certification by a commercial scale service within 90 days prior to the event, OR....". The COA finds the scales were certified by a commercial scale service within 90 days prior to the event and that the letter of certification was available at all times the scales were in use.

Mr. Hyatt protested the decision of the Series Chief Steward to withdraw the CSA, not that car #69 was non-compliant. The Assistant Chief Steward wrote the CSA under the authority of the Series Chief Steward's delegation of power (GCR 5.12.3.). Since the Series Chief Steward is the ultimate owner of the CSA he may withdraw it.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Hyatt's total appeal fee will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Larry Mason vs. SOM,
COA Ref. No. 15-04-SP
June 4, 2015

FACTS IN BRIEF

On May 3, 2015, at the Buttonwillow Majors, Assistant Chief Steward John Reitman, acting for Series Chief Steward R.J. Gordy, issued a Chief Stewards Action (CSA) disqualifying Larry Mason (FM #12) for a violation of 2015 GCR 9.1.1.E.14.B. (Tire Marking). Mr. Mason protested the action. The Stewards of the Meeting (SOM) Bob Corbitt, Jack Brabban, Heather Baker, and Marge Binks (Chairman) met, reviewed evidence, and heard testimony. They disallowed Mr. Mason's protest. Mr. Mason is appealing their decision.

DATES OF THE COURT

The National Court of Appeals (COA), Spencer Gorham, John Nesbitt, and Rick Mitchell, Chairman, met on May 28 and June 4, 2015 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Larry Mason and accompanying documents, received May 12, 2015.
2. Official Observers Report and related documents, received May 13, 2015.
3. Witness statement from Jim Doughty, Shelby Goodyear Race Tires, received May 13, 2015.
4. Witness statement from Jason Balsler, Goodyear Tire & Rubber, received May 13, 2015.
5. Witness statements from Larry Mason, received May 22 and May 27, 2015.
6. Witness statement from Marge Binks, Chairman SOM, received May 26, 2015.
7. Witness statement from R.J. Gordy, Series Chief Steward, received May 30, 2015.

FINDINGS

The Buttonwillow Majors was a three-day event. At the mandatory drivers meeting with the Series Chief Steward on Friday, May 1, as a courtesy, Mr. Gordy reminded FM drivers that the FM tire rule was in effect for the event.

Mr. Mason did not attend on Friday and missed the drivers meeting. He did seek out Mr. Gordy on Saturday and asked about the content of the meeting. Mr. Gordy did not recall that Mr. Mason was a FM competitor and so did not provide the FM tire rule reminder, rather concentrating his briefing on those items of importance to all competitors. In addition, the Court finds no indication that Mr. Mason specifically inquired about the status of the FM tire rule.

During the Saturday race, Mr. Mason damaged one of his tires and, on advice of Mr. Balsler, replaced it with a used tire. Mr. Mason did not declare the tire change and did not start from the back of the grid on Sunday (as required by 2015 GCR 9.1.1.E.14.B).

Following the Sunday race, Mr. Mason acknowledged the tire change to Tech staff in post-race impound after an unmarked tire was found on FM #12. After some discussion, Mr. Reitman issued the CSA disqualifying Mr. Mason.

Mr. Mason founded his protest on the necessity to replace a damaged tire and on the fact that he was unaware the tire rule, as stated in the 2015 GCR, was in effect. The SOM disallowed his protest based on his violation of 2015 GCR 9.1.1.E.14.B. and his duty to be aware of the rules.

The COA appreciates that there was an incomplete communication between Mr. Mason and Mr. Gordy. Mr. Gordy did not say that the FM tire rule was in effect. However, if Mr. Mason wanted information regarding the enforcement of a particular rule, he has an obligation to ask a specific question. The FM tire rule was in effect at this event with no exceptions. Therefore, Mr. Mason violated GCR 9.1.1.E.14.B. by not obtaining the Series Chief Steward's approval to substitute a tire and start the Sunday race from the back.

By signing the event entry form, Mr. Mason agreed to abide by the 2015 GCR and certified that his car was compliant. The driver bears the responsibility to ensure he complies with the GCR.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mason's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.