

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 5, 2018

The Club Racing Board met by teleconference on June 5, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, Tony Ave, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

GCR

1. #24631 (SCCA Staff) Arm Restraint Recall

Please see Member Advisory 18-05. <https://www.scca.com/downloads/40899-ma-18-05/download>

2. #24632 (SCCA Staff) FIA Homologated Seat Withdrawn

Please see Member Advisory MA-06. <https://www.scca.com/downloads/40900-ma-18-06/download>

No Action Required

FV

1. #24520 (Derek Harding) Suggestion for Disc Brakes

Thank you for your letter. The CRB appreciates your comments.

GCR

1. #24529 (Brian Tomasi) Runoffs Alternative Format

Thanks you for your Runoffs schedule suggestion. The CRB is considering several formats similar to your proposal.

GT2

1. #21463 (Scotty B White) Classify Generation 5 Viper

Thank you for your letter. This car was not recommended for T1. The car is already classified in GT2/ST.

2. #24573 (Jim Tway) Request Aerodynamic Requirement Consistency

Thank you for your letter. The new rule that you refer to is for conventional GT2 cars only and does not apply to GT2/STO.

Not Recommended

AS

1. #24475 (Van Hunter) Request Carbon Fiber Drive Shaft

Thank you for your letter. American Sedan allows aluminum or steel driveshafts. The CRB has no plans to change this. The author is encouraged to review T2 rules. A review of T2 rules indicates that T2 does not allow carbon fiber driveshafts.

FV

1. #24434 (Thomas Galuardi) Rescind Disc Brake Rule

Thank you for your letter. The CRB appreciates your comments.

SRF3

1. #24494 (Kevin Coulter) Request to Re-Instate Day Glow Orange Tape on Roll Bars for

SRF3

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

GT2

1. #24429 (Mike McAleenan) Request to Follow Up Information Letters #24300 and #24301
Thank you for your letter. The CRB greatly appreciates you input. There are no plans to make changes at this time.

2. #24575 (Sean Wheeler) Request to Allow ABS Controller With Weight Penalty
Thank you for your letter. The CRB has recently allowed a more advanced aero rule package for the conventional GT2 cars and will continue to monitor the class before making additional changes to conventional GT2 cars.

GTL

1. #24544 (Bill Meyer) Request Larger 1.8 Miata SIR
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor the class.

ITA

1. #24474 (James Henson) Request 1990-1993 1.6L Mazda Miata Differential
Thank you for your letter. The CRB does not recommend this change at this time.

EP

1. #24563 (Kyle Disque) Oppose Global MX5 in EP
The CRB appreciates your concern that only cars with appropriate performance potential be classed in production. With respect to the performance potential of this car, based on available data, the MX-5 is well within the EP to HP envelope. In that all Production classes normally run together in a race group, the inclusion of the MX-5 will not create problems for competitors outside of the challenges faced by this grouping of production cars. Additionally, the data indicates the braking and cornering performance of the MX-5 is at or near the top of Production. Thus, there is no reason to believe placement of the MX-5 in Production will negatively impact on the close competition that is the goal of Production racing. The CRB will continue to monitor the performance of this car in Production and make adjustments if necessary.

STU

1. #24514 (David Pope) Request Wider Than Stock Fenders for 1988-1991 Honda CRX
Thank you for your request. The CRB does not recommend allowing alternate fenders in Super Touring at this time.

T1

1. #24521 (Amir Haleem) Request to Add the 3SGE
Thank you for your request. This classification does not fit the philosophy for Touring.

2. #24607 (David Mead) Allow Aftermarket Heads on Older 2 Valve Engines
Thank you for your letter. Aftermarket heads are not consistent with Touring philosophy.

3. #24656 (Adrian Wlostowski) Request for Parity Between Corvette and Viper in T1
Thank you for your request. The CRB does not have data to support a change at this time. The CRB will continue to monitor the class.

T2

1. #24335 (Ken Billimack) Request PDK Weight Penalty Reduction
Thank you for your letter. The car is competitive as classified.

2. #24464 (Joe Aquilante) Request to Correct the BOP For The BMW E92
Thank you for your request. Data from multiple makes and models were reviewed from VIR and were in a close performance envelope.

3. #24550 (Andrew Wickline) Request Restrictor Plate Return to 53mm in 2015 Mustang GT
Thank you for your request. Data was reviewed from VIR and the car was deemed competitive as classed. The CRB will continue to monitor the class.

4. #24596 (Ryan Upham) Request Increased Camber Limits
Thank you for your request. This has not been recommended for 2018. The CRB is researching this for consideration in 2019.

5. #24614 (Ron Randolph) Allow Electro-Hydraulic Power Steering Pump
Thank you for your request. This is against Touring philosophy. Power steering coolers are allowed in T2.

T2-T4

1. #24459 (Ali Naimi) Requesting Aftermarket Clutch and Pressure Plate
Thank you for your letter. The CRB does not recommend this change for 2018.

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.

FV

1. #24663 (Formula/Sports Racing Committee) Disc Brake Minimum Weight
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.*

P2

1. #23919 (Jeff Shafer) Opposes P2 Assisted Shifting
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not

mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted, ~~and~~ *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General

1. #24539 (Grand Touring Committee) Brake Cooling Fans
 Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

GT3

1. #24697 (Grand Touring Committee) GT3 Turbo introduction into class
 The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

Insert 9.1.2.F.7.h. (below g. Engine, Rotary Piston, then re-number h. Cooling Systems to i. Cooling Systems and similarly below Cooling Systems):

h. Engines, GT3 Turbocharged Built:

- 1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.*
- 2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbochargers between engine makes and models is prohibited.*
- 3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.*
- 4. Compression ratio on spark-ignition engines is limited to 15.0:1.*
- 5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.*
- 6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:*
 - KKK/Borg-Warner K04*
 - IHI VF30, VF39, or VF48*
 - Garrett GT2554R, p/n 471171-3*

i. Engines, GT3 Turbocharged OEM:

- 1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.*
- 2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged OEM Engine table.*
- 3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.*

<i>GT3 Turbocharged Built Engines:</i>				
<i>Engine Displacement</i>	<i>Valves / Cyl.</i>	<i>Restrictor</i>	<i>Weight (lbs)</i>	<i>Notes</i>
<i><1400 cc</i>	<i>4</i>	<i>33 mm</i>	<i>2100</i>	
<i>1401-1800 cc</i>	<i>4</i>	<i>34 mm</i>	<i>2250</i>	

GT3 Turbocharged OEM Engines:									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
<i>TBD</i>									

ITS

1. #20167 (Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety. Thank you for your request.

Add 9.1.3.D.9.o.:

o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.

STU

1. #24500 (Eric Heinrich) Request Wheel Clarification
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~17~~ **18** inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

Taken Care Of

P2

1. #23933 (Kevin Mitz) Request to Eliminate Use of Automated No Lift and Auto Blip
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

2. #24399 (Vaughan Scott) P2 Assisted Shifting Rule Feedback
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

3. #24401 (David Gomberg) Response to What Do You Think P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

4. #24408 (Eric O'Brien) #23919 (Jeff Shafer) P2 Assisted Shifting - WDYT?
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

5. #24411 (Craig Farr) 23919 P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

6. #24439 (Tim Day Jr.) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

7. #24451 (Mike Bachman) P2 Assisted Shifting WDYT letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

8. #24460 (Chuck Bona) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
9. #24467 (David Arken) P2 Assisted Shifting WDYT Letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
10. #24478 (Keith Carter) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
11. #24479 (Jim Hallman) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
12. #24488 (Claude Solanas) Ignition Cutout for Upshifts
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
13. #24491 (Aaron Hill) Flatshifter Expert
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
14. #24505 (AJ Snyder) Assisted Shifting 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
15. #24510 (Robert Conrad) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
16. #24523 (Paul Decker) #23919 (Jeff Shafer) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
17. #24524 (Jake Latham) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
18. #24531 (Chuck McConica) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
19. #24542 (Greg Gyann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
20. #24545 (Vic Culbertson) Assisted Shifting P2
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
21. #24556 (Jay Messenger) Letter Concerning #23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
22. #24577 (Jake Thielmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
23. #24588 (Jason Hohmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
24. #24590 (Sherman Chao) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

GT2

1. #24587 (Tony Colicchio) Allowance of ABS for GT2 Cars With Weight Penalty
Thank you for your letter. Please see the response to letter #24575.

IT General

1. #24643 (Richard Pannell) Request to Make 200 Treadwear Tires the New Standard
Thank you for your letter. Please see the response to letter #24710.

ITS

1. #24648 (Justin Deffenbaugh) Request to Allow Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.

EP

1. #24564 (Chris Dryden) Disallow MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

2. #24569 (Chris Howard) Opposes Addition of the MX5 Into EP
Thank you for your letter. Please see the response to letter #24563.

3. #24576 (Gerald Lustig) Opposes Proposed Inclusion of MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

4. #24582 (James Gregorius) Opposes the MX5 Cup Car in Production Classes
Thank you for your letter. Please see the response to letter #24563.

5. #24604 (Bill Keeney) Global MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

Prod General

1. #24574 (Tim Linerud) Request to Not Classify Global MX5 Cup Cars in EP
Thank you for your letter. Please see the response to letter #24563.

T2

1. #24681 (Peter Lewis) Request Solid Sub-Frame Bushing
Thank you for your request. Solid cradle bushings have been recommended for 2019. Please see letter #23739 in April 2018 Fastrack Minutes.

What Do You Think

IT General

1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB is considering requiring Tires with a minimum treadwear rating of 200 for all IT cars. Please provide your feedback through crbscca.com.

T2

1. #24629 (Richard Kulach) Request Hood Vents for 370Z
The CRB requests your feedback on hood vents for Touring 2 and Touring 3.

A) Should aftermarket hood vents (OEM hoods) be allowed in Touring 2 and 3?

B) Should aftermarket hoods with vents be allowed in Touring 2 and 3?

C) Should hoods in Touring 2 and 3 remain OEM?

Please provide your feedback through crbssca.com.

RESUMES

None.

TECH BULLETIN

DATE: June 20, 2018

NUMBER: TB 18-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/30/2018 unless otherwise noted.

American Sedan

AS

1. #24476 (Van Hunter) Request Restrictor Spacer for LS3 Camaro
In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder, add to the notes as follows:

"Belt tensioner part number GM 12569301 allowed."

B-Spec

1. #24594 (Derrick Ambrose) Request for alternate Ford Fiesta hubs
In B Spec, Ford Fiesta 5dr Hatchback (11-16), add to the notes as follows:

"Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed. 4x100 bolt pattern wheel allowed."

2. #24603 (Derrick Ambrose) Mazda 2 Spec Line

In B-Spec, Mazda2, delete the following as ECU programs are open in B Spec:

"Mazda reflash part #0000-10-2001 allowed."

Formula/Sports Racing

FA

1. #24519 (David Vande Berg) Request to increase venturi size for Mazda 12A engines

In FA Table 1, Line G, change the restrictor size as follows:

~~36~~ **41**mm

FB

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.1.G, make changes as follows:

"Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation may be required. Refer to 9.2.2. for details. All FB Sport Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKT-KPFSOL5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic body-work. In addition, the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. ~~Effective date March 1, 2014.~~ Contact AIM and their distributors for direct purchase. *Effective date January 1, 2019.*"

FE

1. #24634 (Robey Clark) Request to change sealing date of SADEV Transmission

In FE and FE2, GCR section 9.1.1.I.7.b.1.b, at Enterprises request to allow more time for testing, the CRB recommends changes to the sealed dates as follows:

"SADEV Only" ~~7-2018~~ **1-2019** SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected

/ repaired / resealed if necessary by CSR or approved personnel.”

P1

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.8.C.I, make changes as follows:

“All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOLE5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky; and not be located under carbon fiber or metallic bodywork. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Effective date ~~March 1, 2014~~ **January 1, 2019**. Contact AIM and their distributors for direct purchase.”

P2

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.8.D.K, make changes as follows:

“All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOLE5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky; and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings; and/or wing end plates and where possible should be in the cockpit. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. *Effective date January 1, 2019*. Contact AIM and their distributors for direct purchase.”

GCR

1. #24516 (SCCA Staff) Add section: Process of awarding points at Conference Majors

In GCR section 3.7.2, add a new section for points at conference Majors as follows:

“D. Points are awarded to the top 20 starters that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.”

2. #24562 (SCCA Staff) App C 2.1.A Medical Requirements

In GCR Appendix C.2.1.A., strike the last sentence as follows:

~~“The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.”~~

Note from CRB: If a driver has a short lapse in membership/license but their medical on file is still valid per the stated age ranges, the driver may renew their license without having to get a new physical, if there have been no changes in health.

Grand Touring

GT1

1. #24522 (Steven Lisa) Request to Re-list 1972-73 Pantera as an authorized GT1 vehicle

In GT1, re-list and classify the DeTomaso Pantera (72-73) as follows:

“Wheelbase **99.0 in**”

Notes: “Must comply with all current SCCA GT1 specifications.”

GT2

1. #23808 (Colin COHEN) Request new classification GT2
In GT2-ST, classify the Audi TTRS (10-14) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Audi TTRS 10-14</i>		<i>3000lbs.</i>	<i>39mm TIR</i>	

2. #24300 (Mike McAleenan) Request Comp. Adjust. - 6 cyl. s54 engine vehicle weight reduction

In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, change the weight in the notes as follows:

“The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~ **2575** lbs.”

3. #24581 (Roger Buswell) Request to classify Porsche 924 in GT2/ST

In GT2/ST, Porsche 944, add 924 to the spec line as follows:

Porsche 944/**924**

Note from CRB: The Jayco Turbo is out of date as the spec line was done a long time ago.

Improved Touring

ITS

1. #20308 (Juan Vento) Classification Request

In ITS, classify the Mitsubishi Eclipse GT/GTS (00-05) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Mitsubishi Eclipse GT/GTS (00-05)</i>	<i>6 Cyl SOHC</i>	<i>91.1 x 76.0 2972</i>	<i>3150</i>	

2. #22427 (Cameron Conover) Classify the 2008-2013 Mazda 3S

In ITS, classify the Mazda 3S (08-13) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Mazda 3S (08-13)</i>	<i>4 Cyl. DOHC</i>	<i>89.0 x 100.0mm 2488</i>	<i>2545</i>	

Production

None.

Spec Miata

None.

Super Touring

STU

1. #24487 (Brian Costleigh) Drop floor pan request

In STU, add the Mazda Miata to Table B. Add to the notes as follows:

	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda Miata</i>	<i>N/A</i>	<i>N/A</i>	<i>Drivers side dropped floor plan allowed to not fall below the frame rails.</i>

STL

1. #24487 (Brian Costleigh) Drop floor pan request

In STL, add the Mazda Miata to Table B. Add to the notes as follows:

	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda Miata</i>	<i>N/A</i>	<i>N/A</i>	<i>Drivers side dropped floor plan allowed to not fall below the frame rails.</i>

Touring

T2

1. #24552 (Peter Lewis) Request to address restrictor plate requirements conflict

In T2, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:

“Belt tensioner part number GM 12569301 allowed.”

T3

1. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options

In T3, Mazda MX-5 NC (06-15), add the hardtop to the notes as follows:

“Any hard top following the OEM silhouette allowed.”

2. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276

In T3, Mazda MX-5 NC (06-15), make changes to the hubs in the notes as follows:

“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted. ~~2009-2012 Mazda RX8 front hubs allowed.~~ Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-Roption permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed.”

3. #24126 (Tim Hunter) Request for Car Classing
 In T3, classify the Volvo C30 (09-13) as follows:

	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volvo C30 (09- 13)	83.02x93.20 / 2500	2640	18 x 9	255	4.657, 3.032, 1.982, 1.341, 1.018	2.27	300 (front) 280 (rear)	3100	800lb springs (front and rear), 35mm max front sway bar, 40mm max rear sway

4. #24533 (Bradley Almony) Request alternate Global MX-5 Cup Hardtop Allowance
 In T3, Mazda MX-5 Global Cup Miata (2016-), add the hardtop to the notes as follows:
 "Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring
 rules. *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette,
 including Mazda hardtop; part #0000-07-5902-ND permitted.*"

5. #24687 (Scotty White) Request for T3 parity with the E46
 In T3, Ford Mustang V6 (11-14), change the weight as follows:
~~3525~~ **3475**

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08), change the weight to the DE
 motor only as follows:
 DE Motor: ~~3350~~ **3300**

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08) Spec Z, change the weight to the
 DE motor only as follows:
 DE Motor: ~~3400~~ **3350**

T4

1. #24565 (Kendall Baten) Request to add a Subaru Outback to a category and class
In T4, classify the Subaru Legacy Outback (00-04) as follows:

Welcome to the SCCA, Indiana State University.

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru Legacy</i>	<i>89 x 80 / 3000</i>	<i>2650</i>	<i>17 x 8</i>	<i>245</i>	<i>2.79, 1.55, 1.00, .69</i>	<i>4.11</i>	<i>290 (front), 287 (rear)</i>	<i>3400</i>	<i>SPC rear camber arm PN 67665 allowed. Front and rear sway bar up to 32mm allowed. Any non-</i>

2. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options

In T4, Mazda MX-5 / Club Model (06-15), add the hardtop to the notes as follows:

“Any hard top following the OEM silhouette allowed.”

3. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276

In T4, Mazda MX-5 / Club Model (06-15), make changes to the hubs in the notes as follows:

“Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed. 2009-2012 Mazda RX8 front and rear hubs Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight.”

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS James Candelaria vs. SOM COA Ref. No. 18-05-NE May 17, 2018

FACTS IN BRIEF

On April 29, 2018, following the conclusion of the Northeast Conference Majors Group 3 Race #2 at Summit Point Motorsports Park, James Candelaria (Car #36 T1) filed a Protest charging Robert Korzen (Car #88 T1) with violating General Competition Rules (GCR) 6.11.1.A. and 6.11.1.D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), George Bloeser, Douglas Nickel, Dick Patullo, and Sara Snider (Chairman), met, reviewed the evidence, and determined that Mr. Korzen did not violate GCR 6.11.1.A. or 6.11.1.D. Mr. Candelaria appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Anne Christian, Pat McCammon, and Laurie Sheppard (Chairman) met on May 17, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from James Candelaria, received April 30, 2018.
2. Official Observers Report and related documents, received May 9, 2018.
3. Video evidence considered by the SOM, received May 9, 2018.
4. Edited version of Car #36 video seen by the SOM, providing previously unseen 360° features, received via YouTube link April 30, 2018.
5. YouTube link to an additional video identified by Mr. Candelaria, received May 8, 2018.

FINDINGS

Mr. Candelaria provided a narrative account of the incident and submitted a link to his edited in-car camera output and an additional YouTube link to video from a trailing car (Car #123 T1) driven by Jonathan Vasquez. Mr. Candelaria's video was edited using 360° features and showed Mr. Korzen (Car #88) catching Mr. Candelaria (Car #36), moving alongside, and the cars making contact.

The COA also viewed full race videos provided to the SOM by Mr. Candelaria (Car #36), Mr. Korzen (Car #88), and Mr. Vasquez (Car #123).

The videos showed that on lap 5 of the race at Turn 2, Car #36 was leading Car #27 (T1) and Car #88. At the exit of Turn 2, Car #27 executed a clean pass and continued on. Car #88 attempted to follow Car #27 and moved partially alongside Car #36. As the cars approached the turn-in point for Turn 3, Car #36 drifted to the right and Car #88's left front contacted Car #36's right rear. Car #36 spun to driver's right. Car #88 continued. At the time of contact there was open track to the left of Car #36 and to the right of Car #88. In Mr. Korzen's video, his hands were clearly visible on the steering wheel and he was holding a steady line prior to the contact. The video from the trailing car, Car #123, also shows and confirms Car #36 drifted slightly to the right prior to the contact while Car #88 maintained a straight trajectory.

The COA finds that per GCR 6.11.1.D. "the overtaking driver is responsible for the decision to pass another car..." Mr. Korzen began to pass prior to the turn-in point for the next corner. He left Mr. Candelaria adequate racing room to his left. GCR 6.11.1.D. continues with "the overtaken driver is responsible to be aware that he is being passed..." Mr. Candelaria moved

to his right, but Mr. Korzen had already set his track position and contact occurred. Mr. Korzen did not violate GCR rule 6.11.1.D. and when he moved partially alongside Mr. Candelaria, the balance of responsibility for avoiding contact and completing the pass shifted to both drivers (GCR 6.11.1.A., GCR 6.11.1.D.)

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Candelaria's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.