

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 7, 2018

The Club Racing Board met by teleconference on August 7, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, 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

F

1. #25048 (Club Racing Board) Changes in the FSRAC

The CRB would like to thank the following members of the Formula Sports Racing Advisory Committee for their service to the SCCA racing community as they end their terms on 10/1/2018:

Jim Downing
Mike Eakin
Jacek Mucha
Jay Novak
Steve Oseth

SCCA members who wish to be considered for service on the FSRAC may submit their résumés through the CRB letter log system.

P2 and FB

1. #25047 (Club Racing Board) Stock Engines

Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is NOT an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit.

All the engine part numbers must have been included in, or superseded in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform and cams from a third is not a stock engine.

STL

1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines

In STL, GCR section 9.1.4.2 Table A, make changes as follows: see attachment Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura/Honda B17</i>		<i>Chart</i>	<i>54mm Flat Plate required</i>
Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)		<i>Chart</i>	<i>54mm Flat Plate Required</i>

STU

1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars
In STU, GCR section 9.1.4.1 Table A, make changes as follows:
Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda K20C1 Turbo I4</i>	<i>1996 CC</i>	<i>3075</i>	<i>36mm TIR Required.</i>

No Action Required

GCR

1. #23902 (Tobin Schuster) Request What is Required to Be Included in a Final Grid Report
Thank you for your request to standardize results to handle driver participation credits. It will be handled in the, soon to be updated, Timing and Scoring Manual.

GT3

1. #24796 (Rob Elson) Turbocharger Proposal
Thank you for your knowledge.

ITC

1. #24987 (James Bell) Request Clarification on Driveline Changes for Improved Touring
Thank you for your request. 9.1.3.D states that "Modifications shall not be made unless authorized herein" which specifically allows only items listed to be changed or modified. Those components not listed are to remain OEM as a default to this rule. Authorized driveline modifications would be listed under 9.1.3.D.4; Transmission/Final Drive.

Prod General

1. #24964 (Ron Bartell) Request for Compression Check for LP Motors at the Runoffs
Thank you for your request. It has been provided to the SCCA Technical Staff.

T1

1. #24924 (Darrell Anderson) Request for Fender Flare Material Clarification
Thank you for your request. Fender flare material is open.

T2

1. #24950 (James Leithauser) Opposes BMW Weight Increase Recommendation
Thank you for your letter. This change was based on data from three 2018 events. The recommendation was not based on trap speeds alone. It was based on multiple factors. The data analysis included comparisons against multiple current competitors.

Not Recommended

F5

1. #24580 (Jay Novak) Allow Twin Pipes on 500cc 2 Stroke Engines in F500
Thank you for your letter. The CRB does not recommend this change.

2. #24898 (Clint McMahan) Request Performance Adjustment for F5
Thank you for your letter. The CRB does not recommend this change.

FV

1. #24461 (Gregory Bruns) Request Alternate Front Spindle Rule
Thank you for your letter, the CRB does not recommend this change.

2. #24935 (Alan Varacins/SpeedSportEngineering) Discussion Points About Minimum Weight for Disc Brakes

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

P1

1. #25012 (Jim Devenport) Request Fender Gap Clarification

Thank you for your letter. The CRB does not recommend this change. The no fender gap rule is adequate as written, and all cars must be in compliance with the current provision. Please see the responses to letter #13713, May 2014 Fastrack Minutes, and letter #22959, December 2017 Fastrack Minutes.

2. #25016 (Jim Devenport) Fender Pod Defined as Part of Body

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #25012.

GCR

1. #24836 (David Dewhurst) SCCA Club Racing Cars Four Wheels Off Track and Re-Entering

Thank you for your letter. 6.11.1.A states it is the driver's responsibility to avoid body contact on the race track. Additionally, your suggestion for stopping to wait for a signal from a corner worker is a very good one and highly recommended but making it a requirement will not work at all tracks as there are corners where turn stations are far from where the car exited the racing surface.

GT2

1. #24806 (Richard Ruckh) Request Adjustment to Restrictor

Thank you for your request. The current restrictor is correct.

GT3

1. #24889 (Bud Reichard) Request to Equalize Winged and Non-Winged Cars in GT3

Thank you for your request. Wings are allowed in the maximum preparation level. A competitor may choose a lower preparation level.

GTL

1. #24913 (Mike Ogren) Request to Allow HP Cars in GTL at Minus 5% Weight

Thank you for your letter. The CRB is only making adjustments in GTL based on safety issues or error/omissions. The CRB believes GTL has gained stability with the current rules.

HP

1. #24932 (Mike Ogren) Request to Move the 4AG Powered Toyotas to FP

Thank you for your request. Straight line speed is one factor that is considered in determining whether a car is properly classed but overall competitiveness is the most critical factor. Based on the competition record for this car, as it is currently classed, it is not performing at a level outside the performance envelope applicable to HP.

T1

1. #24925 (Darrell Anderson) Request to Add Ford Mustang FP350S Motor

Thank you for your request. The requested engine has too much potential for T1.

2. #24926 (Darrell Anderson) Request for 2015-2017 Ford Mustang GT to Run 2018 Intake

Thank you for your request. This is not recommended at this time. The mustang has shown potential in T1.

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. #24951 (SCCA Staff) Request to Look at Wording in 9.1.C.1
In GCR section 9.1.C.1, change the wording as follows:

Organizers may develop classes of cars to accommodate local demand and interest, provided the preparation rules *must* meet the General Technical Specifications. *When changes are made in the local classes*, and are reviewed annually and approved by the Road Racing Department, before the first event of the calendar year in which the local class(es) will compete. *It* is the organizer's option to Include these classes in events defined in 3.1.2.

Taken Care Of

FF

1. #25011 (Eric Little) Follow Up on Letter #24993
Thank you for your letter. Please see the response to letter #25000, Technical Bulletin.

P2

1. #25013 (Bryan Yates) Supports Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, July 2018 Fastrack Minutes.

GT General

1. #23183 (Scotty B White) T1 Viper Performance
Thank you for your letter. This car is classified in GT/STO.
2. #23945 (Scotty B White) Request to Classify 2013+ Viper in LP
Thank you for your letter. This car is classified in GT2/STO.

HP

1. #24934 (Jason Stine) Support For Letter #24932, Toyota to FP from HP
Thank you for your support. Please see the response to letter #24932.
2. #24961 (John Trenergy) Support For Letter #24932 About Toyotas in HP
Thank you for your support. Please see the response to letter #24932.

STU

1. #24980 (Allan Ferragonio) Request to Review Car Classification
Thank you for your request. Please see the response to letter #24890.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: August 20, 2018

NUMBER: TB 18-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/31/2018 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #24963 (Robey Clark) Request FE2 2.0L MZR Spark Plug Specification

In GCR section 9.1.1.I.16, add the spark plug part number as follows:

"j. 2.0L MZR required Spark Plug Part# ND ITV 24"

FF

1. #25000 (SCCA Staff) Request to change effective date and wording to letter 24797 E&O

In GCR section 9.1.1.B.12.e.2, make changes as follows:

"Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2- FF1600+5 ~~as supplied by Ivey~~ may be used.

Effective 01/01/2019, CP pistons ***bearing part # 81-2-ff1600 or 81-2-FF1600+5*** must bear the Ivey logo."

Note from CRB: Other OEM spec replacement parts may be submitted to SCCA for evaluation and approval at any time by any member, non-member, or vendor.

P1

1. #24906 (Formula/Sports Racing Committee) Remove redundant references to spec line cars

In GCR 9.1.8.A.C, make changes to the opening paragraph as follows:

"Cars homologated prior to 1/1/14 ~~may be spec line cars or~~ ***are*** required to be fully compliant with all P1 rules."

In GCR 9.1.8.A.C.J, delete the first sentence as follows:

~~"For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section C.J."~~

SR General

1. #24958 (SCCA Staff) Add wording in GCR section 9.1.8.A.1 E&O

In GCR section 9.1.8.A.1, add the wording as follows:

"Sports Racers Cars except SRF & ***SRF3*** homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required."

GCR

1. #24943 (SCCA Staff) Appendix B and C Revisions

In GCR Appendix B and C, make changes as follows:

Remove all references to Club Racing and replace with Road Racing.

Note: The goal is to change all Club Racing references to Road Racing for the 2019 GCR version.

Grand Touring

GT2

1. #24113 (David Tuaty) Request side windows to remain intact

In GT2, 991.1 GT3 Cup (14-16), delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/Rear Window Straps.

In GT2, 996/997.1 GT3 Cup 996: 98-05 997: 06-09, delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/Rear Window Straps.

In GT2, 997.2 GT3 Cup (10-14), delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/ Rear Window Straps.

2. #24793 (Joe Aquilante) Request to amend Corvette spec line

In GT2/ST, Chevrolet Corvette, change the years as follows:

~~(-2016)~~ **(-2019)**

3. #24835 (Brian Kleeman) Request to Classify the Ford Mustang FP350S in GT2

In GT2-ST, classify the Ford Mustang FP350S as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang FP350S (2018-)</i>	<i>5200</i>	<i>3500</i>		<i>Spec Car, max prep must be as delivered</i>

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

None.

Touring

T2-T4

1. #24989 (SCCA Staff) Adding omissions to Appendix M SMG

In Appendix M, 2.q.1, add new wording as follows:

“a. OEM Ford hood with louvers not to exceed the dimensions of those found in the optional “Tiger Racing” hood is allowed.”

In Appendix M, 2.g.2, add new wording as follows:

“a. Petty Bar is allowed so long as it is removable and not permanently attached to the roll cage.”

In Appendix M, 2.i, add new wording as follows:

“9. The OEM GT500 Brembo brake calipers from a 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT/ 7R3Z2B121A.LT).”

In Appendix M, 2.o.1, add new wording as follows:

“a. Apex Wheels, Part PN: EC71810ET43-45 – 18” x 10” front and rear. Black, Anthracite and Hyper-silver are permitted colors.”

T3

1. #24907 (Scotty B White) Request to review letter #23941

In T3, Ford Mustang ECO-Boost (2015+), change the notes as follows:

“36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed.

~~Track package~~ *EcoBoost Performance Package* allowed *in part or complete*. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*”

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Gregory McDermott vs. SOM COA Ref. No. 18-07-NE July 22, 2018

FACTS IN BRIEF

On June 3, 2018, at the Lightning Challenge Regional Races at New Jersey Motorsports Park, extreme weather and flooding forced the cancellation of the competition for Groups 6, 7, and 8. Chief Steward Butch O'Connor filed a Request For Action (RFA) asking that a recommendation be made for a method of apportioning points to the affected drivers. The regional races were eligible for points in several regional series, including the Mid-Atlantic Road Racing Series (MARRS).

The Stewards of the Meeting (SOM), Don Yeske, Sue King, and Herbert Sweeney III, Chairman, met, considered the request, and issued a ruling stating how points would be awarded. Greg McDermott, Director of Club Racing for Washington, DC Region appealed the ruling on behalf of the MARRS Series.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Anne Christian, and Laurie Sheppard (Chairman) met on July 5, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Greg McDermott, received June 13, 2018.
2. Official Observers Report and related documents, received June 26, 2018.
3. Emails from Butch O'Connor and Herbert Sweeney, received June 26 through July 6, 2018.
4. Revised SOM Hearing and Decision, received July 19, 2018.

FINDINGS

In his appeal Mr. McDermott expressed his opinion that "decisions of how the individual series award points in the event of cancelled races are the domain of the individual series and are outside the responsibility of the event stewards."

The COA noted that the General Competition Rules (GCR) does not provide authority for the SOM to require awarding of points for a cancelled competition. Upon notification of the appeal, the SOM reviewed the wording of the original ruling and determined it did not reflect the intent of the event organizers to suggest a resolution rather than require all series to follow the same procedure. The RFA was returned to the SOM for reconsideration. A new ruling was issued that removed emphatic language binding the individual series to any method of awarding points.

Based on the new ruling, Mr. McDermott withdrew his appeal.

DECISION

The Court of Appeals accepts Mr. McDermott's withdrawal request. The appeal is returned unheard. Mr. McDermott's entire appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Robert Gross vs. SCCA COA Ref. No. 18-12-GL
July 27, 2018

FACTS IN BRIEF

On June 2, 2018, at the Hoosier SCCA Super Tour at Mid-Ohio Sports Car Course, Dr. Robert Gross was involved in an on-track incident severely damaging his Formula F car and requiring a wrecker to return to his paddock space. After arriving in the paddock, Dr. Gross attended to his car and downloaded his in-car video.

Approximately two hours after the completion of the race, Dr. Gross sought out Race Director Steve Pence to request action be taken against other drivers in his race whom Dr. Gross believed were responsible for the incident. According to Dr. Gross, Mr. Pence declined to initiate an investigation due to the time delay. Dr. Gross did not file a Protest at that time although that was his right per General Competition Rules (GCR) 8.1.5. and 8.3.1.A-F.

Upon returning home from Mid-Ohio, Dr. Gross contacted the Club Racing Board (CRB) via online letter and Mike Cobb, CEO, SCCA, Inc. to demand that they remove F500 from any race grouping with Formula F and ensure that all race organizations follow and enforce the GCR and Supplemental Regulations in effect at the time of the event. Mr. Cobb requested that Eric Prill and Deanna Flanagan investigate the administrative processes employed at the event and respond to Dr. Gross' letter. Dr. Gross is dissatisfied with their response and has appealed, alleging that multiple rules were administered inappropriately, unfairly, and inequitably.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on July 26, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Gross, received July 26, 2018, containing Dr. Gross' original letter and subsequent emails from Mike Cobb and Scott Schmidt, SCCA Technical Assistant, Road Racing.

FINDINGS

Dr. Gross is appealing "decisions made by SCCA" and cites GCR 8.4.1. (Right to Appeal) which states "Any participant or organization named as a party to a protest, a Race Director or Chief Steward's RFA; or any member named as a party in a Review Committee, has the right to appeal a decision or penalty imposed upon him or it by the SOM or Review Committee." The COA notes the absence of a decision or penalty imposed on Dr. Gross by the Stewards of the Meeting (SOM) or a Review Committee (see GCR 2.5.) In addition, he is not a named party to any ruling issued by the SOM at the event in question. As such, the COA finds that Dr. Gross' petition is outside the limitations of GCR 8.4.1. Therefore, Dr. Gross' appeal will not be heard.

The COA finds that the June 2, 2018 Hoosier SCCA Super Tour race is complete, final, and closed to further review.

DECISION

The COA respectfully declines to hear Dr. Gross' petition for review. The appeal is returned unheard. Dr. Gross' entire appeal fee will be returned.