

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 4, 2018

The Club Racing Board met by teleconference on September 4, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie and Bruce Lindstrand, BoD liaisons; Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

Member Advisory

None.

No Action Required

FC

1. #24910 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement
Thank you for your letter. The rule is adequate as written.

P2

1. #25130 (Bruce Gurney) Request to Run FC in P2
Thank you for your letter. In the GCR, please see P2 Engine Table, Line E, and Line E Note 2 regarding the specifications for cars using the Pinto engine. The car would also need to meet all other requirements of the P2 rules.

T2-T4

1. #25030 (Harley Kaplan) Rule Changes Associated With Data
Thank you for your letter. Rules are not changed without data to support the action.

Not Recommended

GT2

1. #24331 (Scotty B White) Re-Classify 993 911
Thank you for your letter. The author has not provided additional information requested.

GTL

1. #24988 (Isaac Preston) Request Paddle Shift Transmission Alternatives
Thank you for your letter. This modification is beyond the rule set of GT2/3/Lite.

IT General

1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB collected 47 letters in response to the request for feedback on the use of 200TW tires in Improved Touring, an impressive amount. The majority of the letters were against the proposal, and the CRB believes a switch to 200TW tires at this time is not warranted.

However, the volume and the substance of the letters has prompted further evaluation of possible "street tire" classes in SCCA Road Racing.

T2

1. #24833 (David Sanders) Request to Bring BMW M3 Back Inside
Thank you for your letter. The CRB has made recent change to this car and will continue to monitor the class.

2. #25035 (Andrew Wickline) Request Restrictor Change to 2015 Mustang in T2
Thank you for your request. The CRB will continue to monitor the class.

T4

1. #25095 (Marcus Meredith) Question About 200 Treadwear Tires
Thank you for your question. This is not recommended at this time.

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.

AS

1. #25249 (Club Racing Board) Update for Letters #24929 and #24930
Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 03-04 Restricted Prep. Mustang Mach 1 4.6L V8 after wording in letter #24930: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

NOTE: The ASAC and RRB will look at possible changes to the FP transmissions following these changes to the RP rules.

FV

1. #24664 (Formula/Sports Racing Committee) FV Intake Manifold Clarification
In GCR section 9.1.1.C.20, make the following changes:

20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded. See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

a. Down Tube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.000" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the two measurement locations do not have to be started at exactly the same rotational position)*, and averaged.

The averaged O.D. of the down tube shall not exceed 1.140" inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between ~~the bend and a point that is~~ 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side.* Each measurement will be taken four (4)

times, ~~rotating around the circumference of the tube~~ *at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position), and averaged.* The averaged horizontal tube dimensions shall not exceed 0.994" inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75" inches (Bend-to-bend distance is the distance between points along the horizontal tube where the 0.994" inch O.D., as described above, is first exceeded.)
2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070" inches. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position,* and averaged.
3. The maximum carburetor flange height is 9.25" inches (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange).
4. The maximum deviation from straight along the 17.75" inch bend-to-bend section of the horizontal tube is 0.25" inches.

P1 and P2

1. #24959 (Jonathan Benefield) Request New Engine Supplier for P1 and P2

Thank you for your letter. This letter is to be effective 1/1/2020.

In P1 Engine Table, Restricted 2.0L Group CN-spec Honda K20A - FD2 spec line, add the following language to the Notes:

*"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts with no machining allowed. **Effective 1-1-2020, must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.**"*

In P2 Engine Table, Line E, add the following language to the Notes:

*"Approved engines list: MZR/Duratec, Honda K20A - FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A - FD2 must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). **Effective 1-1-2020, Honda K20A - FD2 must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.**"*

GT2

1. #25038 (Andrew Aquilante) Request for Carbon Fiber Replacement Panels on GT2/ST Mustangs

Thank you for your letter. Add to the Notes for all GT2/ST Ford Mustangs: ***Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.***

SM

1. #23967 (SCCA Staff) Request to Review Current Shock Testing
This letter was approved as a REC for 2019 in the August 2018 BOD meeting. The CRB submits slight changes to the original letter below.

Also, **NOTE: The ride height is TBD, and is in works by the CRB.**

Mazda, in conjunction with Long Road Racing, and with observation by SCCA/SMAC/NASA/Toyo/Hoosier, conducted shock testing at Carolina Motorsport Park.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many of the supply, performance, and tech issues with the current shock. A SM driver contingency plan is also being developed.

The SMAC recommends a transition to the new shock as follows:

- 1) All 2019 Runoffs competitors must run the new shock and mount.
- 2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
- 3) Regional competitors are not required to run the new shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year.
- 4) ~~Same brand of shock must be run on all four corners.~~
- 4) *Both the current and the new shocks will be optional during the 2019 Majors season.*
- 5) *Competitors that run the Penske shocks must run them with the top mounts/bump stops on all 4 corners.*

Mazda part numbers:

Front Penske SM Shock: **0000-04-5275**

Rear Penske SM Shock: **0000-04-5276**

Top Mount/Bump Stop Kit: **0000-04-5277**

Penske SM Shock Kit w/Top Mount: **0000-04-5720-KT**

STL

1. #24818 (Eric Kutil) Request for Side Skirts Rule Clarification
In ST, GCR Section 9.1.4.D.6, add the wording as follows:

Aftermarket Side Skirts may not be wider than 5" in the plan view.

STU

1. #24832 (Super Touring Committee) Letter #23921
Change 9.1.4.1

B. Engines

2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3). *Aftermarket Turbo Charger and Super Charger kits will be allowed on a Case-by-case basis.*

T2

1. #24629 (Richard Kulach) Request Hood Vents for 370Z
Recommended for 2019:

9.1.9.2.8.a.

7. Touring 2 and 3 only: Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch).

Taken Care Of

FC

1. #24942 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement; See Letter #24910
Thank you for your letter. Please see the response to letter #24910.

GT2

1. #24795 (Joe Aquilante) Request for Light Weight Body Work for Mustang
Thank you for your letter. Please see the response to letter #25038..

IT General

1. #24722 (Justin Barbry) Supports 200 TW Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.

2. #24724 (Robert Roth) Opposes 200 Treadwear a For IT
Thank you for your letter. Please see the response to letter #24710.

3. #24727 (Matthew Downing) Opposes Requiring 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

4. #24729 (Chris Childs) Opposes 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.

5. #24730 (Willie Phee) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

6. #24731 (Tom Donnelly) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

7. #24733 (Tristan Smith) Opposes 200 TW IT Proposition
Thank you for your letter. Please see the response to letter #24710.

8. #24737 (Dan Hardison) Opposes 200 Treadwear Tires #24710 (Club Racing Board)
Thank you for your letter. Please see the response to letter #24710.

9. #24745 (Robert Lawrence) Opposes 200 TW Tire Requirement in IT Classes (Re: Letter #24710)
Thank you for your letter. Please see the response to letter #24710.

10. #24747 (Richard Patullo) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

11. #24748 (Eric Heinrich) Supports 200TW Tires in IT Re: #24710
Thank you for your letter. Please see the response to letter #24710.

12. #24750 (Steven Ulbrik) Supports 200tw Tires in IT
Thank you for your letter. Please see the response to letter #24710.

13. #24752 (Cameron Conover) Supports Minimum Treadwear Rating of 200 For All IT Cars
Thank you for your letter. Please see the response to letter #24710.
14. #24753 (Robert Myles) 200TW Tires In Improved Touring Comments
Thank you for your letter. Please see the response to letter #24710.
15. #24754 (Justin Deffenbaugh) Supports Street Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.
16. #24759 (David Gran) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
17. #24760 (Steve Rose) Supports 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.
18. #24764 (John Fine) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
19. #24765 (Roger Maeda) Supports Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
20. #24767 (Chris Braunlich) Supports 200 TW tires
Thank you for your letter. Please see the response to letter #24710.
21. #24768 (Richard Pannell) Supports #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
22. #24780 (Bill Perry) Supports IT Tire TW rule
Thank you for your letter. Please see the response to letter #24710.
23. #24786 (Michael Goulde) Opposes IT TW for #24710
Thank you for your letter. Please see the response to letter #24710.
24. #24798 (Steve Elicati) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
25. #24809 (Kolin Aspegren) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
26. #24810 (Joe Leonard) Opposes Spec Tire for IT
Thank you for your letter. Please see the response to letter #24710.
27. #24812 (Gregg Ginsberg) Opposes 200TW Tires in IT (letter 24710)
Thank you for your letter. Please see the response to letter #24710.
28. #24815 (Jeff Wasilko) Opposes Requiring Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.
29. #24822 (Jonathan Kinberg) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
30. #24827 (Curt Faigle) Opposes 200TW IT Tires
Thank you for your letter. Please see the response to letter #24710.
31. #24834 (Jeffry Janoska) Opposes 200 TW Proposal
Thank you for your letter. Please see the response to letter #24710.

32. #24863 (Kyle Colbey) Response to 24710 (200TW Tires)
Thank you for your letter. Please see the response to letter #24710.

33. #24879 (Greg Amy) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

34. #24914 (Mike Ogren) Proposed 200 TW Tires Rules
Thank you for your letter. Please see the response to letter #24710.

35. #24940 (Brian Duddy) Supports Letter #24710 (200 TW Tires)
Thank you for your letter. Please see the response to letter #24710.

36. #24954 (David Colbey) Thoughts Regarding #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

37. #25008 (Raymond Blethen) Supports 200TW Rule For IT
Thank you for your letter. Please see the response to letter #24710.

38. #25112 (Keith Shugarts) Opposes Proposal to Require 200 Treadwear Rating for IT Classes
Thank you for your letter. Please see the response to letter #24710.

39. #25128 (Lee Graser) Opposed to 200 Wear Rated Tire for IT Classes
Thank you for your letter. Please see the response to letter #24710.

40. #25129 (Lee Graser) Opposes a Class Faster Than ITR and Opposes 200 Wear Tires
Thank you for your letter. Please see the response to letter #24710.

41. #25180 (Austin Hilliard) Supports 200 Tread Wear Rating
Thank you for your letter. Please see the response to letter #24710.

42. #25204 (Lee Graser) Opposes IT2 Proposal
Thank you for your letter. Please see the response to letter #24710.

ITB

1. #24723 (Hayes Lewis) Opposed to 200TW Tires - For Now
Thank you for your letter. Please see the response to letter #24710.

2. #24744 (Thomas Lamb) Opposes Street Tires for Improved Touring w/Attachment
Thank you for your letter. Please see the response to letter #24710.

3. #24813 (Chuck Allard) Opposes 200TW
Thank you for your letter. Please see the response to letter #24710.

4. #24823 (Kevin Fryer) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

ITS

1. #24755 (Blair Deffenbaugh) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

2. #24777 (Zsolt Ferenczy) Opposes Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

3. #25125 (Ray Boniface) Opposed to 200 TW tires
Thank you for your letter. Please see the response to letter #24710.

4. #25183 (Thomas Burt) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

5. #25184 (John Lettieri) Opposes 200 TW Tire Changes to ITS
Thank you for your letter. Please see the response to letter #24710.

STU

1. #24555 (Kevin Koelemeyer) Opposes Letter #23921
Thank you for your response. Please see the response to letter #24832.

2. #24613 (Mark Liller) Opposed to 2.5 Liter Turbo Consideration in STU
Thank you for your letter. Please see the response to letter #24832.

T2

1. #24893 (Carl Fung) Supports Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

2. #24973 (Marty Grand) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #25003 (Darius Trinko) Supports Hood Vents for 350Z
Thank you for your letter. Please see the response to letter #24629.

T2-T4

1. #24735 (Harley Kaplan) Request to Allow Alternate Joods in T2-3
Thank you for your letter. Please see the response to letter #24629.

2. #24738 (Lansing Stout) Supports Aftermarket Hoods in T2/T3, Response to WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

3. #24749 (Eric Heinrich) Supports Hood Vents in Stock Hoods Only T2-T3 RE: #24269
Thank you for your letter. Please see the response to letter #24629.

4. #24761 (Derek Kulach) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

5. #24816 (Richard Kulach) Supports Hood Vent Allowance for T2-T3 Vehicles
Thank you for your letter. Please see the response to letter #24629.

6. #24837 (Andrew Aquilante) Opposes T2/T3 Hood Vent Option
Thank you for your letter. Please see the response to letter #24629.

7. #24838 (Richard Kulach) Supports WDYT Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

8. #24974 (Scotty B. White) Supports Hood Vents WDYT
Thank you for your letter. Please see the response to letter #24629.

9. #24976 (Rick Kulach) Support of Hood Vents for Touring 3 and Touring 2 Cars
Thank you for your letter. Please see the response to letter #24629.

T3

1. #24819 (David Muramoto) Supports Hood Vents in Nissan 350Z/370Z
Thank you for your letter. Please see the response to letter #24629.

2. #24859 (Patrick Price) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #24981 (Paul McNamara) Supports WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

What Do You Think

AS

1. #25256 (Club Racing Board) The Future of AS

The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

1. Are you interested in AS moving to an FI option for every AS car?
2. Should AS Full Prep go to a larger wheel? If so, what size?
3. Should AS Full Prep go to larger diameter brake rotors? If so, what size?
4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear?
5. Should AS allow more aerodynamics devices? If so, what would you recommend?
6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in "as is" or have changes such as ABS disabled, restrictor size changes, or weight changes?
7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return?
8. Potential new AS drivers: What kinds of priorities are important for you to come into the class?

STU

1. #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

In an effort to update the look, appeal, and crossover potential of STU, the committee is considering the following rule updates:

- 1) Wheel flares allowed, a maximum of 2" beyond the stock body line of fender.
- 2) Update STU Aero:
 - Increase splitter extension as viewed from above to 3 inches (currently 2 inches).
 - Wings shall be a single element with a maximum chord length of 12 (currently 8.5) inches, including any wicker.
 - The entire wing assembly may be no wider than the widest part of the factory bodywork excluding mirror assemblies. (currently 48.25 inches)
 - Wing end plates must not exceed 72 (currently 64) square inches each.
 - Canards or dive planes are permitted.

Please provide your feedback through crbscca.com.

T2-T4

1. #24685 (Jared Lendrum) Request to Increase Camber for 2019

The CRB is seeking feedback on this subject. Please submit your feedback to crbscca.com.
For 2019:

Change the Touring rules regarding camber:

T2-T4: A maximum of ~~3.0~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions.

*Please note 3.5 is a maximum value. Any amount over 3.5 degrees is non-compliant.

RESUMES

1. #25177 (Carl Wassersleben) Resume for F/SR Advisory Committee

Thank you for your résumé. It will be kept on file for future consideration.

TECH BULLETIN

DATE: September 20, 2018

NUMBER: TB 18-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2018 unless otherwise noted.

American Sedan

None

B-Spec

1. #25106 (Derrick Ambrose) Mazda 2 Spec Line intake part numbers

In B-SPEC, Mazda 2 (10-14), correct the notes as follows:

“Cold air intake Corksport Mz2-6-117-31100 ~~or~~ **and** Mz2-6-117-33100 ~~is~~ **are** allowed.”

Formula/Sports Racing

F

1. #25198 (Formula/Sports Racing Committee) Clarify venting requirement for F/SR fuel cell breather

In GCR section 9.3.26.3, clarify as follows:

“Fuel cell breathers, ***unless otherwise noted***, shall vent outside the car. ***In Formula and Sports Racing cars, fuel cell breathers shall vent outside the cockpit and away from the exhaust but need not vent outside the car.***”

FB

1. #25168 (Glen Thielke) Data box mounting plate requirements

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 Cars competing in Majors Races and the Runoffs must have the AIM part ~~#X47KPFSOLO2R0~~ ***#DNKTKPFSOL5*** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. ***Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 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 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. Contact AIM and their distributors for direct purchase. ~~Effective date January 1, 2019.~~”

FM

1. #25172 (Melvin Kemper Jr) Clarification about radiator screen

In GCR section 9.1.1.E.6.D, add the wording as follows:

“***Screens may be used to protect the radiators from damage; screen material is unrestricted.***”

P1

1. #25123 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O
In P1 Engine Table Line H, Restricted 2.0L Group CN-spec Honda K20A, make changes to the spec line as follows:

"Restricted 2.0L Group CN-spec Honda K20A-*FD2*"

"Stock Honda *intake manifold with* 64mm single throttle body"

"No engine modifications except for dry sump oil system, ECU mapping and exhaust system. ~~Internal dimensions and materials must be stock~~ *Must use stock Honda OEM parts* with no machining allowed."

2. #25167 (Glen Thielke) Data box mounting plate requirements

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 ~~X47KPFSOLO2R0~~ *#DNKTKPFSOL5* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. *Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 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 January 1, 2019.~~ Contact AIM and their distributors for direct purchase."

3. #25205 (Formula/Sports Racing Committee) Clarify restrictor requirement

In P1 Engine Table Line I, clarify the notes as follows:

"Up to 2000cc may run *with inlet restrictor* at 1400 lbs. min. weight. Up to 2300cc may run *with inlet restrictor* at 1445 lbs. min. weight."

4. #25207 (Formula/Sports Racing Committee) Clean up P1 Engine Table

In P1 Engine Table, delete line D as follows:

Delete Line D (1355cc motorcycle based) in its entirety and re-letter as appropriate.

In P1 Engine Table, 4 cycle Motorcycle Based 1455, modify the new line D to the notes as follows:

"May run without inlet restrictor at 1150 lbs. min. weight. *Up to 1355cc may run without inlet restrictor at 1075 lbs. min. weight.*"

P2

1. #25098 (Formula/Sports Racing Committee) Correct P2 Table 1 FIA Group CN spec line E&O

In P2 Table 1, FIA Group CN non-composite chassis spec line, change the notes as follows:

"FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant *bodywork*, wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements."

2. #25124 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O

In P2 Engine Table Line E, make changes to the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A-*FD2*, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-*FD2* ~~may~~ *must* use stock *Honda intake manifold with* 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019)."

3. #25167 (Glen Thielke) Data box mounting plate requirements

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 #~~X47KPFSOLO2R0~~**DNKTKPFSOL5** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. **Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 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
None

Grand Touring

GT2

1. #24792 (Scott Sanda) Request clarification for the TA2 rules set for 2018

In GCR Appendix L, 4.8.1.1, make changes as follows:

“This class will consist of all cars meeting ~~the prescribed Trans Am Series rules for the American Muscle class.~~ **appendix L or the 2017 Trans AM TA2 rules as published by Trans Am. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to present to tech on request.**”

2. #25108 (Grand Touring Committee) GT2/ST E&O

In GCR Appendix L, addendum A.2.2, make changes as follows:

“A 2.250 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. ~~The restrictor must be mounted in the inlet side of the throttle body. The restrictor will be supplied by Trans Am Technical Manager at the start of each event, and must be returned at the conclusion of that event. Teams using the LS3 engine must notify the Trans Am Technical Manager, at least 3 weeks before their first race, to ensure an adequate supply of restrictors. Teams or engine builders wishing to test using the restrictor should contact the Technical Manager~~ **of Trans Am and they will provide restrictors for sale.** ~~for a dimensional drawing of the plate, or to obtain a “loaner” plate.”~~”

GT3

1. #25004 (Randall Smart) Request Classification of 1982-1992 Camaro/Firebird in GT3 Effective October 22, 2018, In GT3, classify the Pontiac Firebird (82-92) as follows:

GT3 Cars - Pontiac					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Pontiac Firebird</i>	<i>82-92</i>	<i>2dr</i>	<i>RWD</i>	<i>101.0</i>	<i>May run any GT3 legal GM engine</i>

2. #25105 (David Miller) Disenfranchised Small Bore GT-2 Classification
 Effective October 22, 2018, In GT3, 240Z/L28, add to the spec line notes as follows:
“Datsun 240 Z with an L28 engine with an individual intake runner carb setup will be allowed as a “disenfranchised GT2 car” in GT3 with 150 pound weight addition and the motor must comply to current GT3 specification with applicable SIR.”

**Improved Touring
 IT General**

1. #25178 (Improved Touring Committee) Add Kia and Hyundai models to Improved Touring
 In Improved Touring, classify Hyundai and Kia models as follows:

Class	Make	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITA	Hyundai Elantra (4 door) 96-00	4 Cyl DOHC	82.0 x 85.0 1796	2310	
ITA	Hyundai Elantra (4 door) 01-06	4 Cyl DOHC	82.0 x 93.5 1975	2450	
ITA	Hyundai Elantra (5 door) 01-06	4 Cyl DOHC	82.0 x 93.5 1975	2450	
ITA	Hyundai Elantra (4 door) 07-10	4 Cyl DOHC	82.0 x 93.5 1975	2520	
ITA	Hyundai Elantra (4 door) 11-14	4 Cyl DOHC	81.0 x 87.1 1796	2630	
ITA	Hyundai Elantra (Coupe) 11-14	4 Cyl DOHC	81.0 x 87.1 1796	2630	
ITA	Hyundai Accent (4 door) 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Hyundai Accent (5 door) 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Hyundai Veloster 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Kia Forte Koup ex. SX 10-13	4 Cyl DOHC	86.0 x 86.0 1998	2770	
ITA	Kia Forte 4 door ex. SX 10-13	4 Cyl DOHC	86.0 x 86.0 1998	2735	
ITA	Kia Forte 5 door ex. SX 11-13	4 Cyl DOHC	86.0 x 86.0 1998	2735	
ITA	Kia Rio (4 door) 12-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Kia Rio (5 door) 12-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITB	Hyundai Accent (4 door) 05-10	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Hyundai Accent (3 door) 07-10	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Kia Rio (4 door) 06-11	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Kia Rio (3 door) 06-11	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITS	Kia Forte Koup SX 10-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	
ITS	Kia Forte 4 door SX 10-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	
ITS	Kia Forte 5 door SX 11-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	

ITS

1. #24842 (Chris Braunlich) ENO Recently Classed Mazda 3

In ITS, classify the Mazda 3 2.3L (03-09) as follows:

See attached

In ITS, Mazda3 s (08-13), omit as follows:

Class	Make	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITS	<i>Mazda Mazda3 (03-09)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 94.0 2261</i>	<i>2440</i>	
ITS	<i>Mazda3 s (08-13) Mazda Mazda3 (10-13)</i>	4 Cyl DOHC	89.0 x 100.0 2488	2545	

Production

None

Spec Miata

None

Super Touring

STL

1. #24995 (Steve Rose) Request throttle body for Renesis

In STL table B, Mazda Renesis, add to the notes as follows:

“Alternate 70mm choke throttle body from the following list allowed: OE from 1996-2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1” thickness max manifold adapter allowed.”

Touring

None

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Les Chaney vs. SOM COA Ref. No. 18-10-SE August 20, 2018

FACTS IN BRIEF

On July 1, 2018, following the Group 3 race at the Bud Merrill Memorial Races at Roebling Road Raceway, Les Chaney (FP #33) filed a Protest against Andrew Wright (FP #7). The Protest alleged that Mr. Wright violated General Competition Rules (GCR) 6.1.1.B. by passing Mr. Chaney at Turn 6 when Turn 6 was waving a yellow flag.

The Stewards of the Meeting (SOM) Bob Horansky, Paul Gauzens, and Rick Mitchell (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Wright began the pass after Turn 5. He completed the pass prior to the no passing zone at the Turn 6 flag station, where a waving yellow flag was displayed. The SOM disallowed the protest. Mr. Chaney appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on July 19, 2018 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Chaney, received July 13, 2018.
2. Official Observers Report and related documents, received July 13, 2018.
3. Race Control Communication Log obtained by SOM on July 1, 2018.
4. Video evidence considered by the SOM, received July 13, 2018.
5. New video evidence from Mr. Chaney's race, received July 13, 2018.
6. Timing & Scoring (T&S) passing file, received July 13, 2018.
7. Revised judgement of the SOM court received on August 9, 2018.

FINDINGS

There is no dispute that Mr. Wright (#7) passed Mr. Chaney (#33) between Turns 5 and 6. The dispute is regarding the course flag condition. The COA reviewed the evidence available to the first court, as well as the additional evidence provided by Mr. Chaney with his appeal.

Based on assessment of the full body of evidence available to the COA, a chronology of events was established from the time Race Control ordered a full course yellow through the point of the alleged pass under yellow. The video evidence was inspected turn-by-turn and correlated to the T&S passing file. The COA determined this chronology, which the SOM could not have constructed without Mr. Chaney's additional video, should be considered and evaluated by the original SOM.

Under GCR 8.4.5.A.2. the COA may request the original SOM reconvene and rehear a protest. Therefore, to provide Mr. Chaney and Mr. Wright with full due process, the COA returned the decision and all evidence to the SOM on July 23, 2018 requesting they reconvene and rehear the protest.

The original SOM reconvened on July 29, 2018 to review the entirety of the evidence. On August 9, 2018, the COA was notified by the SOM that they determined the pass in question was under a double yellow flag condition at Turn 5. The SOM found Mr. Wright in violation of GCR 6.1.1.B. The SOM penalized Mr. Wright by placing him last in class and removing series points for the event's Sunday race. He also incurred an automatic 2-point penalty against his competition license, per GCR 7.4.A.6. New Group 3 results were released and competitors were notified on August 2, 2018.

Neither party filed an appeal objecting to the revised ruling.

DECISION

The COA upholds the revised SOM decision in its entirety. All parties were provided adequate time for subsequent appeals and the matter is now closed. Mr. Chaney's appeal was well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Bill Agha vs. SOM COA Ref. No. 18-11-NP
August 20, 2018

FACTS IN BRIEF

On June 30, 2018, following the Group 7 U.S. Majors Race at Sonoma Raceway, a Request For Action (RFA) was submitted to the Stewards of the Meeting (SOM) by Assistant Chief Steward (ACS) Dave Deborde, asking them to investigate the contact between Car #7 (SM) Bill Agha and a Tow Truck at Turn 7. The RFA cited General Competition Rules (GCR) 6.11.1.A. (avoidable contact).

The SOM, Jerry Wannarka, Mary Lou Robson, and Skip Yocom, Chairman, met, reviewed the evidence, and heard testimony from witnesses. The SOM determined that both parties shared responsibility for the contact. Mr. Agha is appealing the decision of the SOM based on video evidence not available to the first court.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Anne Christian (Chairman) met on August 9 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bill Agha, received July 26, 2018.
2. In-Car Video from Lee Thomas, Car #0 (SM), received July 27, 2018.
3. Official Observers Report with related documents and witness statements, received July 27, 2018.
4. Email Testimony from Bev Heilicher, Chief Steward, with the following attachments: Written Drivers Meeting; Group 7 Race Lap Chart; Email to Chairman SOM; Chief Steward's Letter; images of posts from Facebook; Electronic copy of interview with Agha published by Jalopnik; received August 3, 2018.

FINDINGS

In his appeal, Mr. Agha stated that the incident involving his car (SM #7) and a tow truck was ruled a "racing incident". Mr. Agha alleges that the incident occurred due to negligence and that appropriate flags were not displayed. Mr. Agha is seeking damages for injury to his race vehicle from this incident.

The COA reviewed all evidence presented, including Mr. Agha's appeal letter, several witness statements provided to the SOM, and a full race video from Car #0 provided by Mr. Agha. Car #0 was two cars behind Mr. Agha at the time of the incident. Per GCR 6.1.1.E. a white flag is displayed when an emergency vehicle is on the racing surface. The COA determined from the video that the tow truck entered the racing surface after the trio of cars had passed the Turn 7 corner station where a single standing yellow flag was displayed.

Based on the full body of evidence available to the COA, it is determined neither the tow truck driver nor Mr. Agha was sufficiently aware of other vehicles on track and thus failed to allow room for both to proceed safely. The COA finds both drivers share responsibility for this accident.

The COA notes that awarding compensation to competitors for damages (regardless of fault) is not within the powers of the SOM or the COA. Reimbursement for personal medical expenses incurred by Mr. Agha may be available under SCCA's participant coverage.

DECISION

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