

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 2, 2019

The Club Racing Board met by teleconference on January 2, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Steve Strickland, Peter Jankovskis and Shelly Pritchett, secretary. Also participating were: Bob Dowie, and Marcus Meredith, BoD liaisons; Rick Harris, Road Racing Technical Manager, Scott Schmidt, Road Racing Assistant. The following decisions were made:

Member Advisory

None

No Action Required

SR General

1. #26184 (Formula/Sports Racing Committee) Add Dave Weitzenhof to Formula/Sports Racing Advisory Committee

Thank you for your request. The CRB appoints Dave Weitzenhof to the FSRAC.

GCR

1. #25615 (Chris Wilhelm) Align seat belt restraint expiration with SFI foundation labeling
Thank you for your letter. The current rule is adequate as written.

2. #25799 (Scotty B White) Conduct, penalties & notification

Regarding notification of a penalty, every effort shall be made to inform the individual, but if they have left the track and do not respond to voicemails, emails or texts, the decision will be considered final.

SM

1. #25916 (Richard Powers) Allow updating of early 1.8 NA two piece Drive Axles to onepiece
Thank you for your letter. Rule is adequate as written.

Strategic

1. #25952 (Jim Wheeler) Runoffs Trophies

Thank you for your letter. Recognition of drivers making impound at the Runoffs will be put in place.

Not Recommended

F5

1. #25815 (John W. (Jack) Walbran) Request to Reduce Motorcycle Engine Restrictors to 28mm

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

FA

1. #26160 (John Mosteller) Request FA Car Classification

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

FB

1. #26092 (Stam Clayton) Permit carbon fiber in external panels with merger of FB into FA

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

P2

1. #26110 (Vaughan Scott) Oversights in Restrictor Adjustments

Thank you for your letter. The CRB does not recommend these changes at this time. The CRB will continue to monitor class performance and will make further adjustments as necessary.

EP

1. #25565 (Luis Rivera) Engine Components Verification

The end plates of the 12a and the 13b are too different to be considered interchangeable without impacting performance, and it is not an allowance that would be considered at this time. The allowance would modify the port timing and create a hybrid combination that never existed as an OEM assembly.

SM

1. #25097 (Jim Wheeler) Ride height

Thank you for your letter. The SMAC will continue to monitor the performance of the new Penske shock during the 2019 race season in regard to ride height.

2. #25909 (Richard Powers) Request for Inclusion of OEM Equ

Thank you for your letter. The SMAC does not recommend the change at this time.

3. #26064 (Juan Graziosi) Request OEM Equivalent replacement valves

Thank you for your letter. The SMAC does not recommend alternate valves at this time due to the availability and durability of the current valves offered by Mazda.

T2

1. #26068 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Cold Air Intake

Thank you for your letter. This change is not recommended as the car already produces ample power.

T4

1. #25975 (Don Knowles) Request to remove or reduce the restrictor size on the RX8 in T4
Recent changes have been made to T4 cars including this one. We will continue to monitor the performance and data as a result of the changes.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. *Due to the late date of the Runoffs and the meeting schedule of the CRB and BoD, all of the recommended items will be effective 03/01/2019.* 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. #25734 (Matt Jensen) Request LS1 RP Power Adder

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:

"GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules."

2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP
In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:

"Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted."

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:

"Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009."

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:

“Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.”

GCR

1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors In GCR section 3.5.1, make changes to the wording as follows:

*“a. All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. **If the minor, between the ages of 14 and the age of majority as determined by the law in the state of the individual’s residence (typically 18 years old, varies by state), requires hazardous area credentials they must** have an executed annual minor waiver on file at the National Office and present his hard card at registration.*

*b. **A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.**”*

2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a

In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:

“Participate on track in a minimum of three **(3)** separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three **(3)** individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two **(2)** Regional-sanctioned weekends for one **(1)** of his three **(3)** Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than three **(3)** weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in ~~one~~ **up to two (2)** Majors weekends with ~~an~~ SCCA Pro Racing weekends in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a **the** Majors event(s) of their choice, to be collected and distributed by SCCA.”

SM

1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation In SM, GCR 9.1.7.C.7.d, make changes as follows.

“Mirror mounting position may be changed; but must remain within ~~6”~~ **10”** of the original location on the exterior of the door.”

2. #26122 (Spec Miata Committee) SM Wet Tire

In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:

Wheels/Tires

“Any wheel/tire may be used within the following limitations:

a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.

b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

~~e. Tires 1. Regional and Majors Competition~~

~~All cars shall use the P205/50ZR15 Hoosier “SM7” Spec Miata Dry or the P205/50R15-Hoosier “H2O” Spec Miata Wet tires.~~

c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm **as**

measured per Appendix G, Measuring Track.

d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.

e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.”

“6. Tires

Competitors must use the official SM Dry tire or SM Wet tire for Regional and Majors competition.

a. Tires must be used in complete sets. No mixing of wet and dry tires on the car.

b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.

c. Wet: P205/50R15 Hoosier SMW.

1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/SuperTours competitors must use the 205/50R15 Hoosier SMW.

2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.

3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire.”

3. #26133 (Ron Gayman) Request NB knuckle for NA

In SM, GCR section 9.1.7.C.3, add new section as follows:

“T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed.”

Strategic

1. #25936 (Marcus Merideth) Kart License Acceptance

In GCR section 4.3, add Karting Licensing as follows:

“6 Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources.”

2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races

In GCR section 3.1.4., make changes as follows:

“Vintage/Historic races are exhibition events and not intended to be competitive. Vintage/Historic races may be stand-alone or may be included on as part of an SCCA sanctioned Regional or Conference Majors event weekend programs under the following conditions:

A. The Vintage/Historic event is provided for under a Vintage in the sanction and Supplemental Regulations.

B. Vintage/Historic events are run under the 13/13 rule.

a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.

- C. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~**Road** Racing department in the National Office.

- D. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

- E. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

F. Vintage/Historic sanctioned race groups may include non-vintage classes."

In GCR Appendix B 1.4.2., make changes as follows:

"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* except at Drivers' Schools.

I. Vintage/Historic sanctioned race groups may include non-vintage classes."

In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:

"Results of ~~2~~ **1** Vintage Races or ~~2~~ **1** SCCA Regional Races from the prior 12 months."

In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:
"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage*/Pro/FIA weekend per year."

Note from the CRB:

Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on

exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

Taken Care Of

F5

1. #25939 (Russell Strate Jr) Request for Adjustments

Thank you for your letter. Please see the response to letter #25815.

2. #26016 (H. Cory McLeod) Request for Competition Adjustment in F5

Thank you for your letter. Please see the response to letter #25815

FB

1. #26077 (Tim Pierce) I agree with letter #25981

Thank you for your letter. Please see the response to letter #25611, January 2019 Technical Bulletin.

2. #26142 (Jose gerardo) Opposes #25981 FB engine rules/class combination of FA and FB

Thank you for your letter. Please see the responses to letters #25611, January 2019 Fastrack Technical Bulletin, and #25823, January 2019 Fastrack Minutes.

3. #26171 (Tim Pierce) Elimination of FB input

Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

4. #26182 (Mike Meyers) Opposes the elimination of the FB class

Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

GT2

1. #25333 (marvin epps) 2010 Cayman Street Tuner Into an STO Car

Thank you for your letter. This is taken care of in letter #26029. See January Fastrack.

EP

1. #25862 (Alex Hollenbeck) Supports Drivers Seat Floor Pan Modification

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

Prod General

1. #25857 (Phillip Hollenbeck) Support for Letter #25426

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

2. #25977 (Phillip George Hollenbeck) Supports Letter # 25426 Allow Drivers Seat Floor Pan Modification

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: January 20, 2019

NUMBER: TB 19-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2019 unless otherwise noted.

American Sedan

AS

1. #26224 (American Sedan Committee) SMG Mustang eligibility in American sedan

In AS, classify the SMG as follows:

See Race Memo 19-01

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)		Notes:
<i>Spec Mustang (SMG)</i>	<i>107.1</i>	<i>3.73</i>	<i>355mm (F) 300mm (R)</i>	<i>3400</i>	<i>Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.</i>

B-Spec

None

Formula/Sports Racing

FA

1. #25814 (Club Racing Board) FA MZR 2.0 Engine Specification

In FA Table 2, Swift 014-Mazda MZR 2.0, make changes to the notes as follows:

~~“Sealed engine sourced by Elite Engines~~ *Block must be OE Mazda MZR 2.0 liter casting #LF95, maximum bore 3.455”. Crankshaft must be forged Mazda OE 2 liter marked “fomoco” DBE8Z31E, maximum stroke 3.270”, minimum rod journal diameter 1.830”, minimum main journal diameter 2.026”, minimum weight 31.5 lbs. Connecting rods must be magnetic steel; maximum rod length 5.760”, minimum weight with fasteners 530g. Maximum compression ratio 13.1:1. Piston minimum weight 320g, maximum dome height from quench area .125”. Wrist pin minimum diameter .825”, minimum weight 83g. Head must be OE Mazda 2.0 liter MZR, part #LF9G-10-090A, casting #6M8G, with minimum chamber volume 40.5cc; ports must be as cast beginning 1.2” from valve seat insert. Valves must be steel; minimum stem diameter 5.45mm, maximum head diameter 1.402” (intake) and 1.21” (exhaust). Camshafts must be Kent DTEC 80 or Mazda Speed PN 1410001I (intake) and PN 141001E (exhaust), maximum lift .478” (intake) and .446” (exhaust), maximum duration 260 degrees at 1mm lift (intake) and 256 degrees at 1mm lift (exhaust). Intake manifold must be unmodified Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT, 1.882” maximum bore diameter at throttle plates. Aluminum spacer must be used between intake manifold and cylinder head castings; minimum spacer length 2.200”. Exhaust header may be Pro Fab PN P97819 or Pro Fab PN 100002-01 and must use Pro Fab PN H0503 flange. Collector must be 4-into-1 design. Maximum primary pipe OD 1.75”, maximum tail pipe OD 2.5”. The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget minded engine option.”*

2. #26063 (Club Racing Board) FA 016 weight increase
In FA Table 2, Swift 016 2.3 liter Mazda Duratec spec line, change the weight as follows:
“~~1420~~ **1450**”

In FA Table 2, Swift 016 2.5 liter Mazda spec line, change the weight as follows:
“~~1420~~ **1450**”

FF

1. #25810 (Sandy Shamlan) Request for Oversize Honda Fit Pistons

In GCR section 9.1.1.B.14.b.2, make changes as follows:

“Honing of cylinders is permitted to a maximum diameter of ~~73.065~~**73.315**mm (~~2.8766~~**2.8864** inches). Fitting of cylinder sleeves is prohibited. ~~Re-boring to over size is prohibited.~~”

In GCR section 9.1.1.B.14.e, make changes as follows:

“1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, *or Honda Fit OEM 0.25mm oversize pistons, PN: 13020-RB7-Z00, must* may be used.

~~2. The use of over size pistons is not permitted.~~

~~3.~~**2.** Piston dimensions and weights:

a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: ~~72.990~~**73.240**mm (~~2.8736~~**2.8834** inches).”

~~4.~~**3.** Piston rings must be as used in the Fit engine. Two compression rings and one 3 piece oil control ring must be used.

a. The standard ring pack, PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon), *or the oversize ring pack, PN 13021-RB7-Z01 (Riken) or 13021-RB7-Z02 (Nippon), may be used.*”

2. #26102 (Club Racing Board) Heat Shield - Fit Intake

In GCR section 9.1.1.B.14.k.2, add a new subsection as follows:

“b. No coating is permitted on the exterior or interior of the manifold. A thermal wrap may be used on the exterior of the manifold, but it must be easily removable for inspection of the manifold.”

3. #26158 (John LaRue) Request catch cans/tanks clarification

In GCR section 9.3.14, make the following changes:

“Cooling systems shall be equipped with coolant catch tanks ~~with a minimum capacity of 1 US-Pint~~ *to prevent the spillage of coolant onto the racing surface. An oil catch tank with a minimum capacity of one U.S. quart may also serve as the coolant catch tank*, except for cars that are equipped with working OEM pressurized coolant reservoirs, which may use an additional catch tank. *If the coolant catch tank is separate from the oil catch tank, the coolant catch tank shall have a minimum capacity of one U.S. pint.*”

In GCR section 9.3.37, make the following changes:

“Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. *The oil catch tank may also serve as the coolant catch tank.* Minimum catch tank capacity shall be one U.S. quart for the engine, ~~and transmission/transaxle, and cooling system.~~ Oil holding tanks and oil filters may be mounted in the driver/passenger compartment.”

FV

1. #26008 (Mike Kochanski) FV Intake Manifold Clarification

In GCR section 9.1.1.C.5.D.20.b, clarify the measurement location as follows:

“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, *all measurements to be within the 17.75” bend-to-bend distance as noted below.*”

P1

1. #26144 (Formula/Sports Racing Committee) Correct errors in GCR section 9.1.8.C.J

In P1, GCR section 9.1.8.C.J, make corrections as follows:

"6. Engines not specified in the tables ~~above~~ *below* are not permitted in P1."

"7. Any ECU utilizing *ETC/FBW/DBW-ETG* throttles; must use dual output pedal position sensors *[add space]* (or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation."

GCR
None

Grand Touring
None

Improved Touring
None

Production
None

Spec Miata

1. #25602 (Ralph Provitz) Request 99-00 replacement Wire harnesses
In SM, GCR section 9.1.7.O, add new section and wording as follows:

"2. ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way."

2. #25913 (Richard Powers) Organize and Clarify 9.1.7.C.1.o.

In SM, GCR section 9.1.7.C.1.O, remove the entire section and replace with new format and wording as follows:

Electrical Equipment

~~1. The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars.~~

~~2. Ignition coils must be stock Mazda parts. No modifications are permitted.~~

~~3. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection 9 below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (GPS) in its stock location. The bracket may only attach to the GPS, the GPS mounting~~

~~bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.~~

~~4. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator~~

~~must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.~~

~~5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.~~

~~6. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it~~

with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.

7. It is permitted to remove all components of the cruise control system.

8. It is permitted to remove the horn.

9. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.

10. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.

o. Electrical Equipment

1. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.

2. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The Alternator must not be *externally regulated or disabled in any way other than by the OEM production ECU/Wiring circuit and Master Kill switch.*

3. Ignition coils must be stock Mazda parts. No modifications are permitted. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.

4. The ECU, *engine and emission* electrical harnesses must be as supplied by Mazda. No *circuit* modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars. *Damaged harness wires and/or connectors may be repaired by splicing of OEM equivalent connectors and leads.*

5. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection 6 below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating/*removal of* the oil pressure sending *unit* in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.

6. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.

7. It is permitted to remove the horn.

8. It is permitted to remove all components of the cruise control system.
9. Auxiliary control of the radiator cooling fan may be added to *activate* the fan independent of the ECU. OEM control of the fan must remain functional.

3. #26123 (Spec Miata Committee) Strike Tire Tread Language

In SM, GCR section 9.1.7.C.5, remove the section as follows:

~~e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.~~

Strategic

None

Super Touring

None

Touring

T3

1. #26170 (Derrick Ambrose) Request correction on brake sizes

In T3, Mazda Mazdaspeed 3 (07-09), make corrections to the brakes as follows:

“(F) ~~300~~ *320* Vented Disc (R) ~~280~~ *300* Solid Disc”

In T3, Mazda Mazdaspeed 3 (10-13), make corrections to the wheelbase as follows:

“~~2309~~ *2639*”

T4

1. #26129 (James Coughlin) 2012-2015 Honda Civic Si Performance Request

In T4, Honda Civic Si (12-13), add to the notes as follows:

“*Sway bars up to 32mm front and rear permitted.*”

In T4, Honda Civic Si (14-15), add to the notes as follows:

“*Sway bars up to 32mm front and rear permitted.*”

JUDGEMENT OF THE COURT OF APPEALS John Rock vs. SOM COA Ref. No. 18-21-NE December 28, 2018

FACTS IN BRIEF

On October 7, 2018, following the Group 6 race at the MARRS 10 Season Finale at Summit Point Raceway, Assistant Chief Steward Fred Brinkel filed a Request for Action (RFA) asking for investigation of contact occurring at the start of the race. The RFA cited possible violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road) and 2.1.4. (Reckless and Dangerous Driving) involving Improved Touring S (ITS) #0 driven by Chuck Buczeski, ITS #2 driven by Matt Littleton, and ITS #52 driven by John Rock.

The Stewards of the Meeting (SOM) Terry Hanushek, Sue King, Paula Hawthorne, and Gene Kern (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Buczeski violated GCR 6.11.1.A. and 2.1.4. by initiating contact with Car #2 which then caused Car #0 to contact Car #52. The SOM disqualified Mr. Buczeski from the race and levied an additional penalty of Probation for three (3) race weekends. These penalties incurred four (4) penalty points on Mr. Buczeski's competition license. Mr. Rock appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Laurie Sheppard (Chairman) met on December 13 and 20, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rock, received December 12, 2018.
2. Official Observers Report and related documents, received December 12, 2018.
3. Video evidence from Car #82 and Car #2, received December 12, 2018.
4. Email thread between SOM and Mr. Rock dated October 15-20, 2018, received December 12, 2018.

FINDINGS

Mr. Rock states in his petition that he is appealing the severity of the penalty assessed to Mr. Buczeski. He cites the extensive damage to two competitors' cars and his serious physical injuries diagnosed days after the event as justifying a harsher penalty against Mr. Buczeski. He also states Mr. Buczeski did not respond sufficiently to the situation.

Mr. Rock left the track prior to completion of the RFA investigation. He was notified of the outcome via email from Mr. Kern on October 16, 2018. Mr. Rock mailed his petition within ten days of notification, but other factors delayed receipt of his appeal by the COA.

The COA reviewed the available witness statements and video evidence and agrees Mr. Buczeski caused the incident involving the three vehicles. As the green flag was shown, Car #2 was on the right side of the third row, with Car #0 immediately behind and Car #52 alongside. Car #2 followed a straight line about one-half car width from the track's right edge. Car #52 began to pull ahead of Car #2, which maintained its position near the right edge of the track. Car #0 took advantage of the paved pit exit to move to the right of Car #2 in an attempt to pass. This took Car #0 outside the marked limit of the track. Car #0 continued the passing attempt beyond the pit exit by putting two wheels in the grass but moved left before clearing Car #2. As a result, Car #0's left rear contacted the right front of Car #2, turning both cars to

the left. Car #52 completed the pass of Car #2 but was then hit in the right rear by Car #0 as the latter traveled across the track. That impact caused Car #52 to spin and impact the tire wall on driver's right. Car #2 impacted the tire wall on driver's left. Only Car #0 was able to continue.

The SOM determined Mr. Buczeski bore sole responsibility for the multi-car incident and violated GCR 6.11.1.A. by failing to avoid contact with Mr. Littleton. In addition, because he exceeded the limits of the track surface while attempting to pass Car #2, Mr. Buczeski breached the rules by driving recklessly or dangerously (GCR 2.1.4.).

Mr. Rock suggests that GCR 7.2. (Range of Penalties) was not applied appropriately or fairly due to the damage caused by Mr. Buczeski. GCR 7. (Penalties) indicates that penalties are assessed for violations of the GCR or Supplemental Regulations, rather than for property damage or physical injury. The COA finds the multiple penalties assessed by the SOM were within the range of penalties allowed for the violations identified above.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Rock's appeal is timely and well founded. His entire appeal fee will be returned with the Court's apology for the delayed hearing of his appeal.