

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 31, 2019

The Club Racing Board met Face-to-Face on May 31, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Steve Strickland, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis, and Marcus Meridith, BoD liaisons; Eric Prill, Chief Operations Officer; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #26938 (Eric Heinrich) Address On Track Behavior

Thank you for your letter. Please refer to letter # 26270 posted in July 2019 Fastrack.

2. #26944 (Charles Armbrust) Contact Log

Thank you for your letter. Please refer to letter # 26270 posted in July 2019 Fastrack.

3. #26961 (Joe Camilleri) Request to address cars producing excessive exhaust smoke, fumes

Thank you for your letter. There is no realistic way to write a rule that could be consistently and fairly applied to address exhaust emissions from race cars.

Strategic

1. #26538 (Charles Duncan) Letter to Club Racing Board Concerning Eligibility for Runoffs
Thank you for your letter. Your input is appreciated.

2. #26581 (John Hertsgaard) Objection to Vintage Proposal in February Fastrack Item 2
Thank you for your letter. Your input is appreciated.

3. #26922 (Paul Greigger) Vintage and Formula Cars
Thank you for your letter. Your input is appreciated.

4. #26969 (Armen Megregian) Runoffs qualification suggestion
Thank you for your letter. Your input is appreciated.

ST General

1. #26962 (Jeremy Tanner) Are all wheel drive vehicles allowed to run in any ST class?
Thank you for your letter. All Wheel Drive is permitted in Super Touring.

STL

1. #26937 (Robert Paszkiewicz) Right Hand Drive Integra

Thank you for your letter. Competitor may race JDM Integra as long as it meets this part of the ST Regulations; "Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US."

STU

1. #26878 (Rich Lee) Request to classify Acura TL car approval

Thank you for your letter. There is no requirement to class a car in STU if it is under 3.2L. You may compete with the TL as long as it meets all other STU regulations.

T2

1. #26846 (Drew Cattell) Request to allow overbore of .020 for T2 Cadillac CTS-V

Thank you for your letter. 0.020" overbore is already allowing in Touring. It includes a 30lb weight penalty.

2. #26847 (Drew Cattell) Request to allow LS7 clutch system on Cadillac CTS-V

Thank you for your letter. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and weighs at least 95% of the factory OEM clutch disc and pressure plate.

Not Recommended

B-SPEC

1. #26954 (ALex Ratcliffe) Change Base Weight of 2007-10 Mini Cooper to 2520lbs

Thank you for your letter. We addressed performance with the header. We want to see how it works before any other changes are made.

P2

1. #26968 (Armen Megregian) Request to rescind Cars in Table 1 Spec Line

Thank you for your letter. The Club Racing Board does not recommend this change. The Club Racing Board considered the points you raise in reaching a solution to a supply problem with the original engines. Please see the response to letter #25595, January 2019 Fastrack Technical Bulletin. The Club Racing Board will continue to monitor class performance and will make appropriate adjustments as necessary.

GCR

1. #25822 (Todd Butler) Eliminate Physical Requirement for Full Comp, go to Self-Cert

Thank you for your letter. The Club Racing Board, after risk management advice, does not currently support eliminating the physical exam requirements from the Competition License requirements.

2. #26536 (Andrew Jenkins) WRL/Champ Car License Experience for Regional Events
Thank you for your letter. Neither WRL or Champ Car has a process for licensure or issues licenses to their participants so accepting participation/experience from those organizations would fall outside the scope of what Appendix C 2.8.B is intended for. The purpose of this section allows for a driver to show his/her competition license from another accepted organization to a registrar in lieu of an SCCA license. There would be nothing for a driver to show for WRL or Champ Car experience beyond results. Furthermore, these organizations do not require a medical or approval by a physician certifying they are fit to race. The licenses listed in App C 2.8.B require a physician's review, in line with the SCCA physical form. Including WRL or Champ Car in this list would be outside of the current driver eligibility guidelines which requires a medical examination form signed by a physician. WRL and Champ Car experience may certainly be considered if drivers are requesting a SCCA competition license waiver through the Divisional Licensing Administrator.

GT3

1. #26818 (Richard Smith) Request Peripheral Port carb and choke change
Thank you for your letter. The Club Racing Board feels that induction specs for disfranchised GT2 cars is correct as listed.

2. #26819 (Richard Smith) Request to change SIR for GT2 RX7
Thank you for your letter. The Club Racing Board feels that induction specs for disfranchised GT2 cars is correct as listed.

3. #26820 (Richard Smith) Request weight change for Disenfranchised GT2
Thank you for your letter. The Club Racing Board feels that the weight specs for disfranchised GT2 cars are correct as listed.

STU

1. #26396 (David Mead) Request to add Rotrex s/c to supercharged S2000 list
Thank you for your letter. BOM for S/C Kit was requested multiple times. Competitor nor Jackson provided requested information. S/C Kits will not be permitted without BOM for kit.

2. #26397 (David Mead) Request to allow K20 Honda Rotrex c38-81 S/C
NR: Thank you for your letter. BOM for S/C Kit was requested multiple times. Competitor nor Jackson provided requested information. S/C Kits will not be permitted without BOM for kit.

3. #26667 (Kevin Koelemeyer) Request BRZ 100m Jackson pulley
Thank you for your letter. Your request is not recommended at this time. Author is asking for more horsepower and it is not warranted. The Club Racing Board will continue to monitor performance.

4. #26884 (Joel Baez) Request to approve alternate turbocharger on Subaru WRX/STI
Thank you for your letter. This change is not recommended at this time. There is a list of approved alternate turbos for STU. Please choose either the stock turbo or one from the approved list.

5. #27020 (Dave Mead) Request to change eligibility allowances for ST
Thank you for your letter. This change is not recommended. The Club Racing Board feels that the rules are adequate as written.

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. #26248 (Bob Clark) Remove mandatory SCCA drivers school for 14/15 year olds
Make the following change to Appendix C.2.6.H:

~~"No 14 or 15 year-old will be allowed to race without having *successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the* approval of the Divisional Driver Licensing Administrator."~~

2. #26766 (Harley Kaplan) Request Safety tail and brake lights

In GCR section 9.3.31, strike the wording, replace and number as follows:

~~"All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Race Director or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light ("rain light"), as described above, may be added to cars in all other classes. Lights that function as a strobe lights are not permitted except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light."~~

A. BRAKE LIGHTS

All non-Formula cars shall have two operating red brake lights.

B. RAIN LIGHTS

All cars shall be equipped with rain light(s) clearly visible from the rear.

1. *Non-Formula and Sports Racing cars shall utilize red tail lights, the rain light described in 9.3.31.B.2 or both.*
2. *All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.*
3. *Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light.*

C. Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

In Appendix F, Technical Glossary, add red tail light as follows:

"Red Tail Light: A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear."

T1

1. #26934 (Dave Mead) Allow Alternate Manufacture Differential Housing for Honda S2000

Effective Jan 1, 2020, In T1, Honda S2000, add to the notes as follows:

"Alternate Manufacturer OEM differential housing allowed."

Taken Care Of

FA

1. #27011 (Michael Devins) Opposed to combining FA/FB

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

GCR

1. #26270 (Marc Cefalo) Request to review on track incidents and officiating
Improving On-Track Driver Conduct

Plan:

- Develop Facebook post to keep members up to date on current process (See below for latest post in italic)
- Discuss at the face to face BOD / CRB / staff meeting in May.

- Use SM as the catalyst for improvement and standardize common in all classes.
- Get SMAC and possibly the CAT (collision avoidance team) to identify possible ideas to help educate new (and experienced) drivers to establish common expectations.
- Continue to evolve, educate, and standardize race operations on how to deal with on track incidents and car damage.

On track behavior- Working towards cleaner, safer race events.

Contact between racers- a metal to metal incident, whether minor or major, is a hazard that comes with our sport. We all want close, hard racing, but we also want to load our car up at the end of the weekend without the hassle and expense of damage. This is a particular concern in our large fields, where it is easy to cross the line or get caught up in another on track event. In fact, we have received recent and specific feedback from the racing community that many believe there is a disconnect between each drivers interpretation of the conduct rules.

The GCR in section 6.11.1 On Course Driver Conduct attempts to define the parameters of on track conduct, most notably with this phrase: Drivers are responsible to avoid physical contact between cars on the race track....(It goes on to lay the groundwork for corrective action)..... If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area..... "Significant body contact" includes but is not limited to:

contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork. The Clerk of the Course at Hoosier Super Tour events will be coordinating with Race Control and the Safety Team to present disabled cars involved contact to Tech.

Currently, our leadership is looking into the best way to establish a common and uniformly understood interpretation of this part of our rules- essentially, our expectations for on track conduct. While SCCA provides a safety infrastructure and Stewards to deal with these issues, these steps only deal with the fallout of poor conduct - at the expense of valuable track time and potential repair costs.

One idea is to increase the driver awareness and education level by setting up a library of videos that use a known driver doing the narrative on what they see and how things should have been done (are you reading this, Randy Pobst). Other ideas involve more punitive measures including maintaining a centralized database of contact logs of repeat offenders.

If you have any thoughts on this topic, please write letters to crbscca.com. Let's all work together to improve our on-track racing experience.

2. #26731 (Ralph Provitz) Collision Avoidance Team

Thank you for your letter. Please refer to letter #26270 posted in the July 2019 Fastrack.

3. #26858 (Marc Cefalo) Request for rain lights on all cars

Thank you for your letter. See letter 26766 posted in the July Fastrack.

4. #26859 (Patrick Fanning) Request for rain lights on all cars

Thank you for your letter. See letter 26766 posted in the July Fastrack.

5. #26863 (Danny Steyn) Request to mandate Rain Lights

Thank you for your letter. See letter 26766 posted in the July Fastrack.

6. #26974 (Chris Edens) Request Rain Lights

Thank you for your letter. See letter 26766 posted in the July Fastrack.

Strategic

1. #26815 (Scott Rettich) Request SRF3 and FE/FE2 race group scheduling

Thank you for your letter. Your input is appreciated. This has been corrected for the 2019 Runoffs. The Club Racing Board does not have influence over divisional schedules.

What Do You Think

STU

1. #26908 (Mark Liller) Request a Rule Freeze

The Club Racing Board is requesting member input regarding freezing the rules in STU through the end of 2020. This would not include any prudent BOP changes including weight and restrictor.

RESUMES

1. #26698 (Eric Yagel) Request to join the B-Spec Advisory Committee

Eric Yagel has been added to the B-Spec advisory committee.

2. #26781 (Anthony Roma) Application to join the board and/or the Ad Hoc for B Spec

Anthony Roma has been added to the B-Spec advisory committee.

3. #26984 (Derrick Ambrose) Resume for Touring

Derrick Ambrose has been added to the Touring advisory committee.

TECH BULLETIN

DATE: June 20, 2019

NUMBER: TB 19-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2019 unless otherwise noted.

American Sedan

None.

B-Spec

1. #26977 (ALex Ratcliffe) Request to allow OBX Header for 2007-10 Mini Cooper In B-Spec, (07-10) Mini Cooper, add to the notes as an E&O as follows:

"OBX header part #10-2101-2S permitted."

Formula/Sports Racing

FE

1. #27029 (Robey Clark) FE Tire Update

In GCR section 9.1.1.l.13, make changes as follows:

"Tires must run in sets of 4 as stated below:

DRY

~~American Racer (until 05/31/2019)~~

~~Front: P/N: JE3C3, 22.0 X 8.0 13S~~

~~Rear: P/N: JE3MA, 22.5 X 10.0 13S~~

~~or~~

~~Front: P/N: JFEC3, 22.0 X 8.0 13S~~

~~Rear: P/N: JFEMA, 22.5 X 10.0 13S~~

~~Hoosier (beginning 01/01/2019)~~

~~Front: P/N: 43272, 22.0 X 8.0-13 FE~~

~~Rear: P/N: 43312, 22.0 X 10.0-13 FE~~

WET

~~American Racer (until 05/31/2019)~~

~~Front: P/N: JWWC3, 22.0 X 8.0 13~~

~~Rear: P/N: JWWMA, 22.5 X 10.0 13~~

~~Hoosier (beginning 01/01/2019)~~

~~Front: P/N: 44195 W3, 22.0 X 7.5-13~~

~~*or P/N: 44196 W3, 22.0 X 7.5-13*~~

~~Rear: P/N: 44217 W3, 22.0 X 9.0-13"~~

P1

1. #26753 (Formula/Sports Racing Committee) Remove sealed DP02-spec 2.0 MZR spec line effective 1/1/2020

In the P1 Engine Table, 2.0L Elan DP02-spec Mazda MZR line, change the notes as follows:

"Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted. *Sealed engine option will be removed effective 1/1/2020.*"

Note from the Club Racing Board: The Elan DP02 and its sealed Mazda 2.0 MZR engine became ineligible for the IMSA Prototype Challenge series after the 2018 season. Due to the absence of engine build, mapping, and performance criteria for the IMSA 2.0 MZR engine, the CRB is unable to ensure that the specifications that have allowed it to run without a restrictor in P1 remain unchanged. Consistent with the removal of the sealed 2.3 liter option after the 2017 season, the sealed 2.0 liter option will be removed from Spec Line F at the end of the 2019 season. As with the 2.3 liter engine, competitors may continue to run the 2.0 MZR engine in the P1 class subject to the requirements of Spec Line G.

2. #27005 (Formula/Sports Racing Committee) E&O Transmissions

In P1, GCR section 9.1.8.C.H, add the following:

"All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited. *Power shall not be applied to more than two (2) wheels.*"

3. #27031 (Formula/Sports Racing Committee) Move minimum height provision to bodywork height section

In P1, GCR section 9.1.8.C.C.11, delete in its entirety as follows:

~~"The outermost surface of body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline."~~

In P1, GCR section 9.1.8.C.C.3, add new wording as follows:

"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with car in normal racing trim, driver aboard. *The outermost surface of body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline.*"

4. #27033 (Formula/Sports Racing Committee) Remove duplicative fender louver provision
In P1 GCR section 9.1.8.C.C.9, make changes as follows:

~~"Louvers or exit ducts for extraction of the air from the top of the fenders are allowed. Brake ducts are allowed and Ducts allowing air into the engine compartment are allowed."~~
permitted.

In P1, GCR section 9.1.8.C.C.2, make changes as follows:

"The bodywork as viewed from the side and above shall cover all mechanical components including suspension except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. ~~Ventilation slots~~ *Louvers for the extraction of air from the tops of the fenders* are permitted. The tires shall not be seen as viewed from above except through ~~ventilation slots (louvers)~~, provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above; rear tires may be exposed as viewed from the rear. Cycle-type fenders (which cover only the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork."

P2

1. #27006 (Formula/Sports Racing Committee) E&O Transmissions

In P2, GCR section 9.1.8.D.J, add the following:

"7. Power shall not be applied to more than two (2) wheels."

SRF

1. #27019 (Robey Clark) SRF Bump Stop Correction

In SRF, GCR section 9.1.8.E.1.X.h, make changes as follows:

"Shock Absorbers: Penske shock P/N 280396 with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost. Beginning

~~05/01/2020~~ *2019, the SCCA Enterprises bump rubber stop P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump rubber stop per shock. Effective 05/01/2020, only the SCCA bump stop P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump stop per shock."*

2. #27028 (Robey Clark) SRF Dash Windscreen Kit

In SRF, GCR section 9.1.8.E.1.V, add the following:

"ii. Dash Windscreen Kit, P/N 1180103 or P/N 180102, is allowed."

GCR

1. #25557 (Greg Amy) Consideration for GCR 2.8.B Adjustment

In Appendix C, GCR section 2.8.B.15, make changes as follows:

"15. Vintage Motorsports Council (VMC) and VMC member organizations. *A list of organizations can be found here: <http://the-vmc.com/>.*"

Make the following change to GCR 3.1.4.B.6:

In GCR section 3.1.4.B.6, make changes as follows:

"6. Vintage Motorsports Council (VMC) and VMC member organizations. *A list of organizations can be found here: <http://the-vmc.com/>.*"

2. #26560 (Gary Vizioli) 9.3.28. IDENTIFICATION MARKINGS

In GCR section 9.3.28.D., make changes as follows:

"Except for classes in which there is only 1 required minimum weight (e.g., ASR, FE, FS, FST, FV, SM5, SRF, *SRF3*), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class. Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight. GT2 cars must show displacement, weight, restrictor size and rule set."

3. #26679 (Austin Hilliard) Request to update definition of 'Canard' in technical glossary

In Appendix F, Technical Glossary, make changes to Canard as follows:

"Canard (*Dive Plane*) – ~~An near-horizontal~~ aerodynamic device normally mounted at the extreme front of a (race) car."

4. #26876 (Stephen Mock) Request 9.3.27 rule clarification

In GCR section 9.3.27, make changes as follows:

"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or *bulkheaded protected by a wall-like bulkhead container* (Cool suit lines are exempt). The driver shall not be exposed to header tanks. Heat shielding between fuel/oil lines and fuel/oil filters and exhaust components is strongly recommended."

5. #26877 (National Staff) Updating Section 5.12.4 Assistant Chief Steward - Safety section

In GCR section 5.12.4., make changes as follows:

"The Assistant Chief Steward – Safety is responsible to the Race Director or Chief Steward for the following:

- A. Investigate accidents and forward the originals of all reports, including original releases, to the ~~Risk Management~~ *Sanction/Insurance* Department of SCCA.
- B. The same day, notify the ~~Risk Management~~ *SCCA Critical Incident Hotline* of any accident which involves serious injury to a participant or any injury to a spectator.
- C. Mail copies of the material sent to the ~~Risk Management~~ *SCCA Sanction/Insurance* Department to the Divisional Safety Administrator.
- D. During the event, report to the Race Director or Chief Steward any hazards requiring further investigation or action.

- E. Perform the duties delegated by the Race Director or Chief Steward.
- F. Supervise Emergency Services personnel and equipment in conjunction with the Race Chairman (pre-event) and the Chief of ES (during the event)."

6. #26931 (SCCA Staff) Request to add verbiage for Restricted Drivers
Add a new GCR section 9.3.28 and renumber sections as follows:

"9.3.28. HAND CONTROLS

Hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Road Racing Technical Manager and shall be in the driver's possession at all competitions."

7. #26946 (William Lemmond) Errors and Omissions About Fire System Decal
In GCR section 9.3.22.B.5, make changes as follows:

"The circle "E" decal of 9.3.23~~22~~.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher."

Grand Touring

GT1

1. #26953 (Tony Ave) Clarify Trans Am Legal Bodywork and Wing

Effective 6-01-2019, In GT1, GCR section 9.1.2.D.8.k.2.E, make changes as follows:

"In keeping in line with "Trans Am bodywork is legal in GT1", An alternate rear wing of 12" average chord length and maximum 72" long is allowed, with a maximum 1/2" tall wicker, additionally endplates having a maximum size of 100 square inches. There is no weight penalty for this wing."

Effective 6-01-2019, In GT1, GCR section 9.1.2.D.8.n.1.B.2, make changes as follows:

"In keeping in line with "Trans Am bodywork is legal in GT1", A front undertray is allowed, as shown in 13.15.7 of the Trans Am racing rulebook, with a 50 pound penalty."

GT2

1. #27077 (SCCA Staff) TA2 Weight Clarification

In GT2 TA2 Cars, add weight to the spec line as follows:

Cars must comply with Appendix L. (prior generation TA2 rules) or current Trans Am rules **at 2930 lbs**. Tire make/size are free.

See Race Memo 19-04

GTL

1. #26896 (Peter Shadowen) Request CRZ wheelbase change

In GTL, Honda CRZ (10-14), CRZ (15-16), Insight (00-06), make changes to the notes as follows:

| GTL Cars - Honda | | | | | |
|------------------|-------|------------|------------|-----------------|-------------------------------------|
| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
| CRZ | 10-14 | 3DR | FWD | 95.9 | <i>Alternate wheelbase 90.6 in.</i> |
| CRZ | 15-16 | 3DR | FWD | 103.1 | <i>Alternate wheelbase 90.6 in.</i> |
| Insight | 00-06 | 3DR | FWD | 94.5 | <i>Alternate wheelbase 90.6 in.</i> |

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

ST General

1. #27004 (Jose De Miguel) Request clarification for manifold and throttle in STU
In STU, GCR section 9.1.4.1.B.3, make changes as follows:
"All cars shall use the installed engine's *or vehicle's* stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Alternate intake manifolds will be permitted on a case-by-case basis."

STU

1. #26982 (Super Touring Committee) Remove -2mm penalty from SR20DET Nissan
In STU, Nissan SR20DET, Table B, make changes as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|----------------|-----------------------------|----------------|-------|
| Nissan SR20DET | 2000 | Chart -2mm | |

Touring

T1

1. #26900 (Bill Baten) Request BoP Baten - T1 Camaro - Follow up to Letter # 26145
 In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, make changes to the restrictor as follows:
 "6162 ~~67~~70mm Flat Plate"

T2

1. #26842 (Drew Cattell) Request to change Cadillac CTS-V years from 06-07 to 04-07
 In T2, classify the Cadillac CTS-V (04-05) as follows:

| T2 | Bore x Stroke(mm)/ Disp. (cc) | Wheel- base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---------------------------------------|----------------------------------|------------------------|--------------------------------|-----------------------|---|----------------|---|-----------------|---|
| <i>Cadillac CTS-V (04-05)</i> | <i>99.0 x 92.0 5665</i> | <i>2880</i> | <i>18 x 10</i> | <i>295</i> | <i>2.97, 2.07, 1.43, 1.00, 0.84, 0.56</i> | <i>3.73</i> | <i>(F) 355 Vented Disc (R) 365 Vented Disc</i> | <i>3500</i> | <i>Brake duct extension (through fog light) PN 25534464, Fuel tank sender kit PN 25534466. Springs up to 800#/in front and rear allowed., Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473. Alternate sway bar up</i> |

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Charles Davis vs. SOM COA Ref. No. 19-04-SE
May 16, 2019

FACTS IN BRIEF

Following the Sunday, April 14, 2019, Group 1 Hoosier Super Tour race at Virginia International Raceway (VIR), Steve Pence, Race Director, filed a Request for Action (RFA) for investigation of Charles (Chuck) Davis for alleged violations of General Competition Rules (GCR) 2.1.4., 6.1.1.F., 6.11.1.A., B., C., and D., and 6.11.3.

The Stewards of the Meeting (SOM) Scott Melbon, Steve Keadle, and Pat McCammon (Chairman) met to hear and rule on the RFA. The SOM heard witness testimony, as well as reviewed witness statements and race control logs.

The SOM determined Mr. Davis violated GCR 6.11.1.A., 6.11.1.B., 6.11.1.C., 6.11.1.D., 2.1.4., and 6.1.1.F. The SOM disqualified Mr. Davis from the event and imposed the GCR maximum of 12 months suspension of his competition privileges including an assessment of 6 points against his competition license. Mr. Davis is appealing the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Dick Templeton, and James Averett (Chairman) met on May 2, 9, and 16, 2019, to review, hear and render a decision on the appeal. Laurie Sheppard, Michael West, and Pat McCammon were recused for various reasons. Due to the recusals, the Board of Directors appointed Dick Templeton to the COA to complete the court.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Charles Davis, received April 22, 2019.
2. Official Observer's Report and related documents, received April 29, 2019.
3. Video from Car #30, presented post-race, received April 29, 2019.
4. Verbal response to COA's questions by Chairman of the SOM, Pat McCammon, on May 9, 2019.

FINDINGS

Mr. Davis states in his appeal the steward's Request For Action (RFA), incorrectly called a "protest", was "beyond inappropriate." He also states the penalty was administered "inappropriately, inequitably and unfairly." Additionally, he states his car had the wrong tires (it was wet) and his windshield was fogging making vision difficult. Mr. Davis denied any responsibility for his on-course actions.

It is in fact a duty of the Race Director (GCR 5.12.2., 5.12.3.B.6. and C.6.) to report transgressions to the SOM and such report may be accompanied by an RFA. In this case the multiple alleged violations were reported to the SOM in the form of an RFA. Multiple official and driver witnesses counter all of Mr. Davis' denials. The COA reviewed all witness statements, race logs, and video provided by Car #30, plus the video link provided by Mr. Davis.

The SOM determined Mr. Davis violated 6.11.1.A. by failing to avoid contact with Cars #19 and #53. The COA, after considering all of the presented evidence, agrees with this decision.

The SOM determined Mr. Davis violated 6.11.1.C. when he forced Car #51 off course and had contact with Car #19. The COA agrees with this decision and notes that Mr. Davis also violated 6.11.1.B.

The SOM concluded Mr. Davis' multiple spins and off-course excursions manifested violations of GCR 2.1.4. These violations resulted in the Race Director showing Mr. Davis the black flag. The COA agrees with the SOM's decision. Additionally, the COA reminds Mr. Davis that GCR 2.1.4. does not exclude the racetrack, as he seems to argue.

The SOM determined Mr. Davis violated 6.1.1.F. when he failed to respond to the black flag. The race control log corroborates this. The COA agrees with this decision.

The SOM also found Mr. Davis in violation of 6.11.1.D. in regard to not using his mirrors. Driver and corner marshal witness statements confirm this. The COA concurs.

The SOM considered 2.1.7. in its hearings but that particular section of the GCR was not included in the original RFA. The COA acknowledges there are minor variations in the GCR references for the penalty on the official results.

The penalty assigned by the SOM is appropriate considering the quantity and severity of the on-course actions plus the fact Mr. Davis was already serving a lengthy probation. The SOM ruling was based on clear and convincing evidence, well-reasoned, and within the rules and authorities granted in the GCR.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Davis must serve the remainder of his probation after serving the 12-month suspension. Mr. Davis' appeal is well founded, and his appeal fee, less the administrative amount retained by the SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Jason Reichert vs. SOM COA Ref. No. 19-06-SP
May 23, 2019

FACTS IN BRIEF

Following the Sunday, April 28, 2019, Group 5 Hoosier Super Tour race at Buttonwillow Raceway Park, Jason Reichert, driver of Formula Continental (FC) #32, filed a Protest against Sicheng Li, driver of FC #13 for contact in violation of General Competition Rules (GCR) 6.11.1.B. (Each competitor has a right to racing room.)

The Stewards of the Meeting (SOM) Maggie Clark, Dale Shoemaker, and Margaret Binks (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony. The SOM also reviewed videos, written witness statements, and the race control logs.

The SOM determined Mr. Li violated GCR 6.11.1.B. and imposed the penalty of Reprimand and levied 1 point (GCR 7.4.2.) against his competition license. Jason Reichert is appealing the severity of the penalty assessed to Mr. Li.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Jack Kish (Chairman) met on May 16 and 23, 2019, to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jason Reichert, received May 8, 2019.
2. Official Observer's Report, including related documents and videos, received May 9, 2019.
3. Video and written statements from a previous event, received May 8, 2019. This evidence is deemed not germane to this protest.
4. Witness statement from Tim Reichert, received May 8, 2019.
5. Screen print of Instagram exchange, received May 8, 2019.

FINDINGS

The SOM determined Mr. Li violated 6.11.1.B. by failing to provide racing room and thereby making contact with car #32. The COA agrees with the decision and affirms the penalty imposed is within the authority granted under GCR 7.2.

The COA acknowledges and understands Mr. Reichert's request to amend the penalty to loss of competition privileges. Mr. Reichert's appeal request is not solely based on Mr. Li's actions as cited in this protest, but cites violations occurring at another SCCA road racing

event and an Instagram posting by Mr. Li that includes this statement: “no worry, I will keep wracking [sic] more cars, so you can keep the job to fixing cars.” (This statement was reportedly directed at Mr. Reichert’s mechanic.) Consideration by the COA of Mr. Li’s actions not germane to the original protest as written would violate GCR 8.4.5.C. which states, “At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee.” Mr. Reichert’s request for further review of Mr. Li’s on course infractions and the questionable Instagram postings should be addressed under GCR 2.5. (Executive Steward Driver and Official Review).

The historical video, written statements related to a previous event, and the Instagram postings by Mr. Li are being referred to the Southern Pacific Division Executive Steward for consideration of further actions in accordance with GCR 2.5.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Reichert’s appeal is well founded and his appeal fee will be returned in its entirety.

JUDGEMENT OF THE COURT OF APPEALS
Justin Hall vs. SOM COA Ref. No. 19-07-SP
May 16, 2019

FACTS IN BRIEF

Following the Sunday, April 28, 2019, Group 4 Hoosier Super Tour race at Buttonwillow Raceway Park, Curtis Gong, Spec Miata (SM) #71, filed a Protest against, Justin Hall, SM #11 for alleged violations of General Competition Rules (GCR) 6.11.1.A. (Avoiding Contact)

The Stewards of the Meeting (SOM) Maggie Clark and Dale Shoemaker met to hear and rule on the Protest. The SOM heard witness testimony and reviewed videos, witness statements, and race control logs.

The SOM determined Mr. Hall violated GCR 6.11.1.A. and issued Mr. Hall a reprimand which also incurred one penalty point on his competition license. Mr. Hall is appealing the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) James Averett, Michael West, and Pat McCammon (Chairman) met on May 16, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Justin Hall, received May 9, 2019.
2. Official Observer's Report and related documents received May 9, 2019.
3. Two videos from Car #11, received May 10, 2019.
4. One video from Car #71, received May 10, 2019.

FINDINGS

The COA reviewed the Official Observer's Report from the event and determined the SOM court hearing Mr. Gong's protest was not properly constituted. GCR 5.1.1. (Required Stewards) specifies there be "at least 2 SOM (including a Chairman and one other licensed steward in addition to any Stewards-in-Training)." Mr. Shoemaker currently holds a Steward-in-Training (SIT) license. The SOM court as convened was invalid. Therefore, the SOM lacked the authority to hear and rule on the protest.

DECISION

The COA vacates the SOM decision in its entirety. The SOM's reprimand and the assessed point on Mr. Hall's competition license will be removed. His appeal is well founded and his entire appeal fee will be returned.