

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 6, 2019

The Club Racing Board met by teleconference on August 6, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant; Glen Thielke, National Race Data Technician. The following decisions were made:

Member Advisory

None.

No Action Required

F5

1. #27218 (Zak Morvik) Weight Increase for Motorcycle Powered Cars
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.
2. #27220 (George Bugg) Weight Increase for Motorcycle Powered Cars
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.
3. #27255 (Craig Laprade) Weight Increase of Motorcycle Powered Cars In Lieu of Restrictor
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.

FC

1. #27120 (Scott Vreeland) Request a Spec tire rule for FC
Thank you for your letter. Please see the response to letter #27119 in this Fastrack.

FV

1. #27303 (David Grimes) Request 15 in 4-bolt wheels
Thank you for your letter. Please see the response to letter #27008 in this Fastrack.
2. #27316 (Stevan Davis) Support of disc brake conversions
Thank you for your letter. Please see the response to letter #27008 in this Fastrack.

P1

1. #27257 (Keith Carter) Request to review the class disparity
Thank you for your letter. Please see the response to letter #27256 in this Fastrack.

SRF

1. #27308 (Lawrence Steckel) Request guidance for letter #26998

Thank you for your letter. It is not the Club Racing Board's role to advise Emergency Services on the method to be used when towing a particular type of vehicle.

GT2

1. #26279 (John Mueller) Request approval to race Lotus Exige S V6

Thank you for your letter. Competitor may request classification in GTX after supplying updated Lotus Exige S info.

2. #27149 (Brad Gross) Recent TA2 / GT2 rules change / BOP adjustment

Thank you for your letter, the Club Racing Board will continue to collect data from the class and monitor performance and make adjustments as required.

3. #27215 (Tyler Kicera) TA2 Weight Penalty

Thank you for your letter, the Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

IT General

1. #26752 (James Bell) Opposes 4 piston calipers in IT 25858

Thank you for your letter. This matter has been resolved.

Prod General

1. #27195 (Jonathan Spiegel) Request choke relocation in permitted carburetor

Thank you for your letter. As the Level 1 carburetor rules are currently written, it is not believed that these modifications would be deemed legal.

T1

1. #27122 (Gordon Hunt) Mustang Boss 302S Eligibility for T-1

Thank you for your letter. This car is eligible to run in T1 as per the category rules.

Not Recommended

FC

1. #27119 (ROBERT ARMINGTON) Request spec tires for the class

Thank you for your letter. The Club Racing Board does not recommend this change because the FC class includes competitors who also race in various pro and regional series with individual spec tire requirements, and the adoption of a single tire for U.S. Majors and Divisional events would likely lead to fewer class entries overall.

2. #27223 (Robert Wright) Request for MZR Motor in FC Class

Thank you for your letter. The Club Racing Board does not recommend this change. The FC class currently has a good balance in performance between the Zetec and Pinto engines, and the introduction of a lighter weight engine as a third option would not be in the best interests of the class.

FV

1. #27008 (Andy Pastore) Request Late Style Wheels to Simplify Disc Brake Development
Thank you for your letter. The Club Racing Board does not recommend this change at this time.

P1

1. #27256 (Greg Bell) Request Balance of P1 engines
Thank you for your letter. The Club Racing Board does not recommend this change at this time. No competition adjustments will be made during the remainder of this season. The Club Racing Board will review the data obtained this season, including during the Runoffs, and will make appropriate adjustments as necessary for the 2020 season.

GTL

1. #27203 (Dan Wold) Request SR18DE Head for SR16VE
Thank you for your letter, Cylinder head was never produced for this block and is not recommended.

EP

1. #27147 (Michael Heintzman) Request weight reduction for 2L Honda S2000 in E-Production
Thank you for your letter. After further review of this vehicles specs, and on-track results and data, no adjustments are recommended at this time. However, additional data on this classification is desired, and current competitors are encouraged to continue developing and campaigning their cars, so that more data can be gathered for any future adjustment consideration.

T1

1. #27111 (Craig Anderson) Request BoP for GT2/ST and T1 C5 - 1997-2004 generation corvettes
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

T2

1. #27207 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird updates
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

2. #27208 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird rear control arms
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

3. #27209 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird updates
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

4. #27210 (Kurt Rezzetano) Request for 2011-2014 Mustang GT BOP
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

5. #27236 (Peter Lewis) Request for Use of Aftermarket ECU

Thank you for your letter. Please see the response to #27241 in this Fastrack

6. #27238 (Michael Pettiford) Request to Classify Solstice GXP T2 to T3 as Specified in T2

Thank you for your letter. The review of the data on this car does not warrant a change.

7. #27241 (Peter Lewis) In Reference to Letter #27236 Use of Aftermarket ECU/ECM

Thank you for your letter. The introduction of replacement ECUs in touring is being carefully considered. A change in this philosophy would affect parity in a drastic way. We do not recommend a change at this time, but we will continue to monitor the situation.

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.

EP

1. #27248 (Don Tucker) Request Level 1 suspension weight reduction

In EP, Mazda MX-5 /Miata 1.8L (90-97), change the weight as follows:

"~~2258~~ 2200"

SM

1. #24462 (Spec Miata Committee) Request SM spec tire change

In SM, change Tires as follows:

"Dry: P205/50ZR15 Hoosier SM7 (name TBD) Required for all cars Regional and Majors competition after 6-1-2020. SM7 and (name TBD) allowed 1-1-2020 thru 6-1-2020."

2. #26976 (Charlie Campbell) Request rear camber options

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

"u. On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added."

T2-T4

1. #27061 (Eric Heinrich) Request for Audi S4/S5 Brakes

In T2, Audi S4 (12-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* B Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T2, Audi S5 (13-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360."

Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T3, Audi S4 (12-14), make changes to the notes as follows:

"40mm flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

In T3 Audi S5 (13-14), make changes to the notes as follows:

"40mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

Note from the CRB: Please run this car prior to making any more requests.

T3

1. #27113 (Derrick Ambrose) Request for alternate Brake Caliper Bushings 07-13 Mazdaspeed 3

In T3, Mazda Mazdaspeed3 (07-09), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

In T3, Mazda Mazdaspeed3 (10-13), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

Taken Care Of

HP

1. #27154 (Joe Huffaker) Request alternate bodywork Austin-Healey Bugeye Sprite Mk1

Thank you for your letter. Please see response to letter #27106 in current Fastrack.

T4

1. #27152 (Josh Smith) E/O

Thank you for your letter. Please see letter #27112 in this Fastrack for Errors and Omissions update to the spec line. Mazda MX-5 NC (06-15)

What Do You Think

None.

RESUMES

1. #27139 (Cameron Conover) Submitting Resume
Cameron Conover has been added to the Improved Touring advisory committee.

TECHNICAL BULLETIN

DATE: August 20, 2019
NUMBER: TB 19-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/31/2019 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

F5

1. #27214 (Clint McMahan) Request for Weight Increase for Motorcycle Powered Cars
In the F500 engine table, change the weight as follows:
Honda CBR600RR (03-13): "~~875~~ 900"

In the F500 engine table, change the weight as follows:
Suzuki GSXR600 (03-13): "~~875~~ 900"

In the F500 engine table, change the weight as follows:
Yamaha R6 (03-13): "~~875~~ 900"

FA

1. #27305 (Formula/Sports Racing Committee) Swift 014 Mazda MZR 2.0 E&O
In FA, Table 2, Swift 014 Mazda MZR 2.0 line, change the notes as follows:
"Piston minimum weight 320 ~~280~~g, maximum dome height from quench area .125"."

FV

1. #27230 (Formula/Sports Racing Committee) E&O Wheels
In FV, GCR section 9.1.1.C.3.C., add the following:

"Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel *fifteen* (15) inch X 4.5J wheel within the track dimensions of C.2."

P2

1. #27254 (Formula/Sports Racing Committee) Update P2 Engine Table spec lines to reflect 3/1/2019 changes

In the P2 engine table, make changes as follows:

P2 Engine Table							
Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width	Min. Weight (Lbs)	Notes
					70in-78.74in width		
B.1	4 cycle Motorcycle-Based Kawasaki, Suzuki, Yamaha, Honda	1005			36.5 35 mm	Stock Engine 1000 1025	No modifications allowed on engines manufactured after year model 2008 <i>model year</i> .
					Effective 3/1/2019: 35mm	Effective 3/1/2019: 1025	
					37.5 34 mm	Modified Engine 1100 1125	
					Effective 3/1/2019: 34mm	Effective 3/1/2019: 1125	
B.5	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1345	4		37.5 33 mm	1160 1185	No modifications allowed.
					Effective 3/1/2019: 33mm	Effective 3/1/2019: 1185	

GCR

In GCR section 3.7.4.A.1.a, make changes as follows:

GT1- TA

GT2- TA2 or TA3

T1 - TA3 or TA4

T2 - TA4

FA – F3, F4, Atlantic (FRP), ~~FB (FRP)~~

FC – F2000 (FRP)

FF – F1600 (FRP)

FB – F1000 (FRP)

Grand Touring

GT1

1. #26242 (Marvin Epps) Request to classify Porsche 944/968

In GT1, classify the 944/968 as follows:

“944/968

94.5”

2981cc 4, DOHC, Bore x Stroke (mm) 104.0 x 88.0, Aluminum crossflow, Unrestricted, Twin (2) Turbo.

Weight = 2585”

2. #27146 (Cheyne Daggett) Request to classify the Ford Coyote 3rd Gen OEM

Effective 01/01/2020, In GT2/ST, Ford 5.0L “Coyote” engine, add to the notes as follows:

““Boss” intake manifold permitted. Ford Coyote 3rd Gen OEM (2018-2019) Part # M-6007-M-50C

@3200lbs.”

GT3

1. #27043 (Guy Laidig) Requesting Increase in Choke Diameter for Mazda 12A Bridgeport

In GT3, Mazda 12A Bridge Port, add to the notes as follows:

“Optional choke size 42mm @2010lbs.”

GTL

1. #27334 (Grand Touring Committee) Fun Cup Beetle

In GTL, Fun Cup Beetle, revise the spec line as follows:

GTL Engine

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>“Fun Cup” Beetle Sealed</i>	<i>SOHC</i>	<i>82.5 x 86.5</i>	<i>1780</i>	<i>Alum, non- Cross flow</i>	<i>2</i>	<i>Weber DMTL 32/34</i>	<i>1850</i>	<i>VW “Fun Cup” Beetle chassis as spec’d in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event.</i>

GTL Cars - VOLKSWAGON

Model	Years	Body Style	Drive-line	Wheel-base	Notes
Fun Cup Beetle (1.8)	All	2 dr	RWD	94.5	<i>VW 1.8L, 2V, SOHC, aluminum non-crossflow</i> 1.8L "Fun Cup" VW/AUDI only (no other displacements permitted) 24.5mm SIR @2040 lbs. Engine seals need not be in place. Alternate engine build spec: (Production Limited Prep Level 2) Water cooled, SOHC 81.0 x 86.4, 1780cc, Alum, Non Crossflow, 1 carb restricted to 32mm venturis. @ 2040lbs. Comp Ratio limited to 12,0:1, Valve lift limited to .425". Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for Limited Prep Level 2 build specs. VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. <i>All windows must be "see thru" clear and uncolored.</i>

IT General

1. #26966 (LARRY FREY) Request clarification 1999 Ford Escort ZX2 S?R
In ITA, Ford Escort ZX2 (98-00), change the year as follows:
“(98-00 **03**)”

In ITA, Ford Escort ZX2 (98-00 **03**), change the weight as follows:
"2400 **2355**"

ITB

1. #26997 (Alex Ratcliffe) Request to allow 07-11 Mini in ITB as BPSEC configuration
In ITB, Mini Cooper (07-10), make changes to the spec line as follows:
“(07-10 **13**)”
"May be run in full compliance to B-Spec configuration and weight or to IT specification and weight."

ITR

1. #26724 (Kevin Fryer) Request to Classify 2008-2013 BMW 128i
In ITR, classify the BMW 128i (08-13) as follows:

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>BMW 128i (08-13)</i>	<i>6 Cyl DOHC</i>	<i>85.0 x 88.0 2996</i>	<i>3210</i>	

2. #27242 (Steve Strickland) Please Classify the '13-'14 Subaru BRZ/ Scion FRS in IT
In ITR, classify the Scion FR-S (13-15) as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Scion FR-S 13-15</i>	<i>4 Cyl DOHC</i>	<i>86.0 x 86.0 1998</i>	<i>2815</i>	

In ITR, classify the Subaru BRZ (13-15) as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Subaru BRZ 13-15</i>	<i>4 Cyl DOHC</i>	<i>86.0 x 86.0 1998</i>	<i>2815</i>	

Legends Car

None.

Production

1. #27263 (SCCA Staff) Request to classify the GMX5 2019
In EP, Mazda MX-5 Global Cup, change the year as follows:
"(16-~~18~~ 19)"

2. #27106 (Gary Johnson) Request bodywork for Austin Healey Bugeye Sprite MK1
In FP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, Prep 1, 948cc, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, Prep 1/2, 1275cc, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL), Prep 2, 1275cc, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL), Prep 2, 1098cc, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, Prep1, 1098cc, add to the notes as follows:
"Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material."

Prod General

1. #27270 (Production Committee) level one susp. component rule
In Production, GCR section 9.1.5.E.4.e., change wording as follows:
*"Suspension **Spindles, hubs**, bushings, bearings, and ball joints are unrestricted."*

2. #27300 (Production Committee) Clarification of Carb Rules - Prep 1
In Production, GCR section 9.1.5.E.1.b., make changes as follows:
9.1.5.E.1.b – Drive Train Level 1, Induction System

*"1. All inducted air must pass through the venturi(s) of the car's carburetor(s). **Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line. All single carbureted cars may fit a permitted optional carburetor.** On cars w Where the use of one (1) 40 DCN, DCNF, IDF carburetor is required **specified, a permitted optional carburetor may be substituted. Permitted optional carburetors are:** can fit one (1) of the following permitted optional carburetors:*

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed.

Where Weber carburetors are specified, Weber type carburetors can be substituted. *The following are permitted Weber type carburetors **are:***

1. Solex
2. SK
3. Mikuni

4. Delorto
5. Berg
6. PMO
7. EMPI

If the specification line for a car references *Where* auto-type carburetor(s) *are specified*, permitted carburetors are:

1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. Zenith
10. Stromberg
11. SU
12. Rochester
13. Holley

Note: The orientation of the auto type carburetor(s) ~~down draft or sidedraft~~, *(down draft or sidedraft)* must remain as in the stock induction system, *or as specified on the vehicles spec line*.

4. Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. ~~The bore size and throttle butterfly dimensions~~ *The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly* must remain stock. The throttle body can be ported and polished. The throttle butterfly shaft shall not be relocated. *The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock.* The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and the injection point must be stock. Electronic fuel injection may be substituted for the stock type of fuel injection. In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.

6. Air cleaners, velocity stacks, air supply ducts and cold air boxes are unrestricted.

7. Stock or permitted alternate intake manifold(s) can be ported and polished. It/they can be cut apart to facilitate this work. When the manifold is re-welded, the external dimensions of the manifold must remain unchanged from stock. *No modification of the cylinder head or end plate is allowed when fitting a permitted alternate intake manifold. Balance pipes or tubes on all intake manifolds can be plugged or restricted.*

~~8. No portion of the intake manifold(s) can extend into the inlet ports of the cylinder head or rotary engine end plate. No modification of the cylinder head or end plate is allowed when fitting a permitted alternate intake manifold. Port to port balance pipes or tubes in all intake manifolds can be plugged or restricted.~~

98. The accelerator pedal and linkage to the throttle butterfly is unrestricted. Electric throttle control is prohibited unless fitted as stock. Two spring loaded systems of positive throttle closure are strongly recommended.

3. #27301 (Production Committee) Clarification of Carb Rules - Prep 2
In Production GCR section 9.1.5.E.2.b.1., make changes as follows:
9.1.5.E.2.b.1., – Drive Train Level 2, Induction System

“All inducted air must pass through the venturi(s) of the car’s carburetor(s). *Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line.* All single carbureted cars may fit a permitted optional carburetor. *Where the use of one (1) 40 DCN, DCNF, IDF carburetor is specified, a permitted optional carburetor may be substituted.* Permitted optional carburetors are:

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

~~The stock or permitted alternate carburetor must not be modified. Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.~~

Where Weber carburetors are specified, a permitted Weber type carburetor can be substituted. Permitted Weber type carburetors are:

1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO
7. EMPI

Where auto-type carburetor(s) are specified, permitted carburetors are:

1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. Zenith
10. Stromberg
11. SU
12. Rochester
13. Holley

Note: The orientation of the auto type carburetor(s) (downdraft or sidedraft) must remain as in the stock induction system, or as specified on the vehicles spec line."

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

STU

1. #27290 (SCCA Staff) Request to correct E&O advanced aerodynamics

In STU, GCR section 9.1.4.1..A.3.b., make changes as follows:

"A wing *assembly* no wider than the widest part of the body (Not including the mirrors), with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each. *No part of the wing assembly* may be ~~no~~ higher than roof height."

Touring

T1

1. #27198 (Joe Aquilante) T1 LP 2016 Camaro and Later

In T1-LP, Chevrolet Camaro 1LE (2016-), change the weight as follows:

"~~3600~~ **3500**"

In T1-LP, Chevrolet Camaro 1LE (2016-), change the notes as follows:

"~~53~~ **70**mm flat plate restrictor required."

T2-T4

1. #27012 (Jim Weidenbaum) Request spare tire/wheel clarification

In T2-T4, GCR section 9.1.9.2.D.9.d.3., make changes as follows:

"Spare tires and any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry."

2. #27183 (Paul Messier) Clarification of On-Board Fire System for T2

Effective 01/01/2020, In T2-T4, GCR section 9.1.9.2.D.10.c., make changes as follows:

"All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. *Touring 2 cars must have a fire system installed.* ~~Touring Category~~ *Touring 3 and Touring 4* automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System."

T4

1. #27112 (Josh Smith) Research E&O Mazda MX5

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

"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: original wheels (06-15 factory wheels are allowed), and transmission, differential, and LSD.

Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: *front spring mount PT#-0000-04-5259*, front springs #0000-04-9700-08, *rear spring mount PT#-0000-04-5258*, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB (optional), *front sway bar kit PT#0000-04-5306-FT*, *rear sway bar kit PT#-0000-04-5306-RR*, ~~F/R sway bar kit #GRM5-8MD16~~, front end links #0000-04-5499, rear end links #0000-04-5498-, *offset front camber bushing PT#-0000-04-5407-NC*. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 *rear* Hub Conversion kit part number 0000-04-5811-KT allowed, *RX8 front hubs PT# F189-33-04X allowed*. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part # ~~0000-07-5902-ND~~ 0000-07-5901-CC (~~discontinued DG Motorsports~~)."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Chris Childs vs. SOM COA Ref. No. 19-05-NE
July 11, 2019

FACTS IN BRIEF

Following the Sunday, April 28, 2019, Group 6 Majors race at Summit Point Motorsports Park, Fred Brinkel, Assistant Chief Steward, filed a Request for Action (RFA) for investigation of Chris Childs, driver of Super Touring Lite (STL) #71, and Philip DiPippo, driver of Touring 3 (T3) #94, for alleged violations of General Competition Rules (GCR) 6.11.1.A-D. The incident cited was an attempted pass by Mr. Childs that ended in a rollover accident.

The Stewards of the Meeting (SOM) Matias Bonnier, Chris Collins, Kathy McLeod, Jerry Wannarka, and Terry Hanushek (Chairman) met to hear and rule on the RFA. The SOM heard witness testimony, reviewed witness statements, and viewed video evidence.

The SOM determined Mr. Childs violated GCR 6.11.1.A. (avoid physical contact) and 6.11.1.D. (failure to complete a safe pass). The SOM imposed a two event probation penalty. The penalty resulted in two penalty points being assessed against Mr. Childs' competition license. Mr. Childs appealed the ruling of the SOM.

To support his appeal, Mr. Childs submitted recovered video footage not available during the initial SOM hearing due to damage to his video equipment sustained in the rollover accident. The Court of Appeals (COA) reviewed this video evidence and determined the SOM was the proper body to assess it in context with the evidence relied upon for the initial ruling. The case was returned to the SOM with a request to reconvene and rehear the Request for Action. All SOM members participated in the subsequent hearing and ruling. Following assessment of the new evidence, the SOM again determined Mr. Childs violated GCR 6.11.1.A. and 6.11.1.D. The SOM imposed a four event probation penalty against Mr. Childs, replacing the original penalty, and took no action against Mr. DiPippo. The penalty points assessed against Mr. Childs' competition license did not change.

Mr. Childs requested the COA continue with his appeal, review the SOM ruling, and issue an appeal ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Laurie Sheppard, and Michael West (Chairman) met on May 23 and July 11, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Initial Appeal Letter from Chris Childs, received May 3, 2019.
2. Official Observer's Report and related documents, received May 15, 2019.
3. Recovered video evidence and two new witness statements, received May 16, 2019.
4. SOM second hearing report and ruling, received July 8, 2019.
5. Chris Childs request to continue with appeal, received June 25, 2019.
6. Chris Childs addendum to request to continue with the appeal and additional photographic evidence, received July 10, 2019.

FINDINGS

In his initial appeal letter, Mr. Childs argued Mr. DiPippo's deliberate actions to impede his right to make a safe pass were the cause of the incident and therefore, Mr. DiPippo should be penalized. The COA notes the SOM were provided a copy of Mr. Childs initial appeal letter and were aware of his assertion that Mr. DiPippo caused the contact at Turn 9 which resulted in Mr. Childs' rollover crash.

Mr. Childs, in his first follow up request to continue the appeal, clearly states he takes no issue with the four race event penalty imposed against him, but again states Mr. DiPippo should also be penalized. In a second follow up appeal continuation request, Mr. Childs is very specific in stating if he is penalized Mr. DiPippo should also be penalized for his actions.

The COA fully reviewed the initial ruling file and the second ruling file. The COA determined the SOM exercised due diligence in both hearings and followed all GCR requirements. The second, and controlling, ruling was based on the full body of evidence, well-reasoned, and within the rules and authorities granted in the GCR. The penalty assigned against Mr. Childs by the SOM is within the authorities granted by GCR 5.12.1.A.2-3. (Powers of the SOM). The decision by the SOM not to penalize Mr. DiPippo is also within the authorities granted by GCR 5.12.1.A.2.

In all his appeal letters Mr. Childs requests the COA assess a penalty against Mr. DiPippo since the SOM did not. GCR 8.4.5.C. states: "At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee." COA imposition of a penalty against Mr. DiPippo would violate this mandate. The COA respectfully declines to honor this request.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Childs' appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.