

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 5, 2019

The Club Racing Board met by teleconference on November 5, 2019. Participating were Peter Keane, Chairman; David Arken, Paula Hawthorne, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

### **Member Advisory**

None.

### **No Action Required**

#### **F5**

1. #27737 (Chuck McAbee) Performance of 4-Stroke and 2-Stroke in F500  
Thank you for your letter. Please see the response to letter #27515 in this Fastrack.

#### **FF**

1. #27444 (John Whiteman) Request to Adopt Honda Racing HPD Low Cost ECU  
Thank you for your letter. Please see the response to letter #27563 in this Fastrack's Technical Bulletin.

#### **P1**

1. #27649 (Greg Bell) Request for Weight Reduction Consideration for P1 - 1000cc Engine  
Thank you for your letter. Please see the response to letter #27596 in this Fastrack.

#### **P2**

1. #27696 (Thomas Kaufman) P2 Rules Considerations  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27650 in this Fastrack.

### **Prod General**

1. #27436 (Comptune/Mike Miller) Changes for DT L1/L2 Engine Builds Due to Re-Write Omissions  
Thank you for your letter. The suggested added wording/allowance is already covered/allowed under rules 9.1.5.E.1.a.1 and 9.1.5.E.2.a.1.

#### **T3**

1. #27552 (Jim Hanrahan) MX-5 ND1 vs ND2  
Thank you for your letter. The ND1 and ND2 Global MX5 Cup cars as classified in T3 must meet all MX5 Global Cup rules. It is permitted to update an ND1 Global MX5 car to the ND2 specifications. No other modifications can be made other than as identified on the spec line.

**Not Recommended**

**F5**

1. #27515 (Jay Novak) Request to remove motorcycle-powered cars from the class

Thank you for your letter. This change is not recommended. The Club Racing Board recently added 25 lbs. to the 4-stroke cars and recommended allowing the 2-stroke cars to use external jetting devices; the latter has not yet been seen in competition and time needs to be afforded these changes to determine if they will be effective in increasing 2-stroke participation. In addition, the F500 class participation numbers show that the 4-stroke cars could not meet a 4.0 participation average as a separate class, and there is no basis for concluding that the 2-stroke cars could meet a 4.0 participation average if the 4-stroke cars were removed from the class. The Club Racing Board will continue to monitor class performance and will make appropriate adjustments as necessary.

2. #27664 (S. Jay Novak) F500 in Trouble!

Thank you for your letter. The Club Racing Board does not recommend these changes. The Formula/Sports Racing Committee capably advises the Club Racing Board on matters relating to the F500 class and there is no plan to create an F500 ad hoc committee. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

**P1**

1. #27596 (Keith Carter) Weight Reduction Request for 1000cc Cars

Thank you for your letter. The Club Racing Board does not recommend this change. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance or ensure overall competitiveness, and the Club Racing Board does not adjust minimum weight or power to allow for differing aerodynamic configurations, brake systems, or chassis setups. Data obtained during the National Championship Runoffs shows that the 1000cc car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so an adjustment to the car's minimum weight is not warranted.

2. #27639 (Jim Devenport) Request P1 BOP Comments and Line F Proposed Changes

Thank you for your letter. The Club Racing Board does not recommend these changes. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance or ensure overall competitiveness, and the Club Racing Board does not adjust minimum weight or power to allow for differing aerodynamic configurations, brake systems, or chassis setups. Data obtained during the National Championship Runoffs shows that the CN car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so adjustments to the car's minimum weight and power are not warranted.

3. #27736 (Jim Downing) Rotary Engine Specs in P1

Thank you for your letter. The Club Racing Board does not recommend this change. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance, ensure overall competitiveness, or boost class entries. Data obtained during the 2019 U.S. Majors Tour event at Virginia International Raceway showed that the Mazda rotary-powered car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so the removal of the car's inlet restrictor is not warranted.

**P2**

1. #27650 (Craig Farr) Non-Competitiveness of the Stock 1L Engines in P2

Thank you for your letter. The Club Racing Board does not recommend this change. A review of the available P2 Stock 1L motorcycle engine data supports the restrictor size at the current minimum weight. The CRB will continue to monitor the class to collect data from current competitive Stock 1L motorcycle engine cars running at or near the minimum weight for the restrictor size.

**ITB**

1. #27645 (Andrew Ortiz) Engine Options for 1995 Civic

Thank you for your letter. JDM Engine swaps are not consistent with class philosophy. Engines must be sourced from US domestic vehicles.

**FP**

1. #27174 (John Mark Gray) Request 1967 Lotus Elan S3

Thank you for your letter. The letter writer's vehicle is prepped to the 1972 CP rules, which is beyond the limitations of today's Production Category "Drivetrain Level 2" rules. In order for it to compete in Prod, a new Full-Prep (Level 1) classification would need to be made, and unfortunately that is not the current commitment of the Production Category, as expressed in 9.1.5.A. A Limited-Prep (Level 2) classification of this car could be considered, if requested, like the current FP Limited Prep Lotus Europa DOHC classification.

**HP**

1. #27410 (Mike Ogren) Please Allow Alternate Rear Axle Housing for RWD Toyota Corolla

Thank you for your letter. Not recommended as written. To be considered, valid reasoning and supporting evidence would need to be presented as to why the original OEM stock piece is unavailable and/or impossible to find, or is inadequate for racing purposes. Recommended alternate components would need to be presented, and why it/they would solve these problems.

**SM**

1. #27415 (Charles Caikoski) CR Question: SM Body/Structure - Passenger Seat

Thank you for your letter. The rule is adequate as written. The rule is there for multiple reasons and allowing a competitor to get out of the vehicle in a hurry in the event of fire is one of those reasons. Having the passenger side of the vehicle open (no seat) could help the competitor get out through the

passenger side of the car quicker if the driver's side is inoperable as well as limiting the number of things that can burn/smoke inside the car.

2. #27591 (Marc Cefalo) Request for Billet Rear Hubs.

Thank you for your letter. This change is not recommended but will continue to monitor.

### **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](http://www.clubracingboard.com).

### **F**

1. #27793 (Club Racing Board) Formula X Rule Set

In GCR, section 9.1.1., create new Formula X Rule Set as follows:

#### ***“Formula X (FX)***

*A. Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub FB/F1000/FA). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not be constructed to existing class formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula but are not running insufficient numbers to warrant their own class. The class is not intended for unique one-off or prototype open wheel cars which are not widely available; those should be classed in FS. Power, size and weight of cars which are proposed for classification will be considered together with their respective performance. It is recognized at the inception that parity among the various cars that are eligible, or which may be classed, may not exist or be achieved by reasonable means. No car shall be considered for classification until all specifications of the chassis/tub, aero devices and wings, suspension, brakes, body, engine, ECU and all associated components have been submitted to SCCA. The party seeking classification shall be responsible for supplying, at their expense, all necessary technical specifications for the car along with evidence of performance as may be required by the appropriate committees and boards. The petitioning party shall further provide, at their expense, all necessary software, cabling and other peripheral devices required for inspection of electronics and measurement of unique engine and vehicle attributes. Cars classified in Formula X may, at the discretion of SCCA, be subjected to periodic adjustments in performance by and through various means including, but not limited to weight and intake restriction. Cars may be de-classified at any time by SCCA.*

*B. Eligibility - the following cars are approved for competition within Formula X:*

- 1. **Formula Mazda** – Shall comply with GCR 9.1.1.E (2019)*
- 2. **Formula 4** – Shall comply with FIA Formula 4 Technical Regulations (2015)*
- 3. **USF2000** (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)*

- C. *Engines – Engines which have been sealed from the manufacturer or builder are subject to full inspection by SCCA stewards and/or technical staff. The competitor shall be responsible for all costs associated with reassembly and re-sealing of the engine.*
- D. *Electronics – Each competitor shall have available the necessary cabling to permit inspection of ECU's and required data acquisition devices. Competitors shall make all collected data available to SCCA upon request at the end of a session or at other reasonable times*
- E. *Fuel – Shall be compliant with 9.3.25 and other applicable supplemental rules as may be published by SCCA from time to time.*
- F. *Non-Metallic Chassis Construction – Cars which are proposed for classification which feature non-metallic chassis construction must comply with 9.3.35. Certifications must be on file with the SCCA Technical Services Department in advance of the car being classified.*
- G. *Restraint Harness – Driver safety harnesses must comply with 9.3.18.*
- H. *Fire Suppression Systems - Fire suppression systems must comply with 9.3.22.*
- I. *Roll Hoop – Rollover hoops must comply with 9.4.5 unless they are otherwise FIA approved and are clearly designated as such. Certifications for alternative roll hoop designs must be on file with the SCCA Technical Services Department in advance of the car being classified.*
- J. *ID Markings - Cars must bear identification and safety markings as provided in 9.3.28 and 9.3.33."*

#### **GCR**

1. #27273 (Greg Amy) Request to clarify windshield clips, OE glass-bonded windshields

In GCR Section 9.3.55, add wording as follows:

*"Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional. Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame. **No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).**"*

2. #27498 (SCCA Staff) GCR Update Section 3.5 Insurance & App B.1.5.3 Post-event Rep

In GCR section 3.5. INSURANCE, make changes as follows:

*"SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. ~~and the Insurance Handbook.~~ **on the SCCA website.**"*

In GCR Appendix B.1.5.3 Post-Event Reporting, make changes as follows:

"The organizer is responsible to ~~submit~~ **for submitting** all SCCA required audits and appropriate fees to the National Office within the time limits, as specified in AppB.1.6 and the SCCA Insurance Handbook. **on the sanction application and audit form.**"

3. #27499 (SCCA Staff) GCR Update Section 1.4.1 Required Contents of Supplemental Regs

In Appendix B, GCR section 1.4.1.B, make changes as follows:

~~"The sanction number and type of sanction.~~ **Supplemental Regulations must be updated with the sanction number and sanction type immediately following the issuance of the sanction number.**"

4. #27500 (SCCA Staff) GCR Update Section 3.1.5 Practice Days

In GCR section 3.1.5. Practice Days, make changes and re letter as follows:

~~"A. A Practice Day sanction is valid for 1 day.~~

**BA.** Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an ~~Alternate~~ **Alternative** Drivers' School may participate in SCCA ~~Practice~~ **Days** in accordance with the provisions of AppC.2.7.E.3.

~~CB.~~ 9.1 identifies the classes of cars eligible to compete in Practice Days.

~~DC.~~ Officials meet the requirements of 5.1.3.

~~ED.~~ At a minimum, a Race Director or Chief Steward and Assistant Chief Steward – Safety are required.

~~FE.~~ Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.

~~GF.~~ Staffing and equipment meet the requirements of 5.4. and 5.5.

~~HG.~~ Formula cars may be combined with Sports Racing cars but may not be combined with other categories.

~~IH.~~ A maximum of 25 cars per mile may be on the course simultaneously, with no exception."

5. #27501 (SCCA Staff) GCR Update 3.1.3. Drivers' Schools

In GCR section 3.1.3 Drivers Schools, delete as follows:

~~"C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, PDX, TimeTrials, Solo and coaching experience to complete their school requirements."~~

6. #27502 (SCCA Staff) GCR Update AppB 1.6 - Race Event Fees

In APPENDIX B, 1.6 RACE EVENT FEES, make changes as follows:

~~"A. Sanction Fee~~ **Post-Event Audit**

**Upon the conclusion of Regional race events, a post-event audit form must be submitted to the SCCA National Office within 14 days following the event. Audit forms and fee schedule are available from the SCCA National Office and can be found on the SCCA website**

~~B. Late Sanction Fee~~

~~A late fee of 50 percent of the sanction fee shall be charged on all sanctions postmarked after the applicable deadline, unless prior arrangements have been made and approved by the National Office Sanction Administrator.~~ The **appropriate** sanction fees for a Regional **race** event listed on the



sanction application *audit form and the fee schedule* must be paid within ~~14~~**28** days of the completion of the event *or late fees may apply*.

C. — Sanction Fee Refunds *Insurance Fee*

~~There shall be no refunds of Sanction fees unless notice of cancellation is received by the National Office at least 15 days prior to the event.~~ *The appropriate insurance fees for a Regional race event listed on the audit form and the fee schedule must be paid within 28 days of the completion of the event or late fees may apply.*

D. Compliance Surcharge

Upon the conclusion of Regional race events, a surcharge for each Spec Racer and Formula Enterprises car that turned a wheel on the course *must be paid within 28 days of the completion of the event.* ~~must be submitted to the SCCA National Office.~~

E. Volunteer Fee

~~Upon the conclusion of Regional race events,~~ *A Volunteer Incentive Fee, as listed on the audit form and the fee schedule, must be paid within 28 days of the completion of the event* ~~must be submitted to the SCCA National Office to support the SCCA volunteer incentive and rewards program. The fee schedule is available from the SCCA National Office, or on the SCCA website.~~

F. — Insurance Fee

~~The appropriate premium for Regional race events must be sent to the SCCA for mandatory event insurance coverage within 14 days of the completion of the event. The fee schedule is available from the SCCA National Office, or on the SCCA website.~~

~~G~~**F.** U.S. Majors Tour Assessment

For all U.S. Majors Tour Events, a “per entry” fee will be assessed and must be paid within 14 days of the event. No further sanctions will be issued to a region until this has been paid. This fee includes the following components:

1. Sanction fee
2. Compliance Surcharge
3. Insurance Assessment *Fees*- The fee schedule is available from the SCCA National Office, or on the SCCA website.
4. Volunteer Incentive Fee - The fee schedule is available from the SCCA National Office, or on the SCCA website.

5. U.S. Majors Tour Assessment"

7. #27503 (SCCA Staff) GCR Update AppB 1.3.1 - Applying for an SCCA Sanction

In GCR Appendix B, 1.3.1 Applying for an SCCA Sanction, make changes and re-letter as follows:

~~"B. Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit."~~

8. #27744 (Jim Rogaski) SOM COA New First Court

In GCR Section 8.4.5.A.2., add the following:

*"The Court may order a rehearing by the original SOM, or if warranted, request the Chairman of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action."*

## **GT2**

1. #27373 (Gordon Kinney) GT2 Automatic Transmissions

In GT2 GCR section 9.1.2.F.3, add new section as follows:

*"7. Automatic Transmissions (10 forward speeds max.) are allowed in GT2 with a 100# weight penalty."*

## **SR General**

1. #27794 (Club Racing Board) Prototype X Rule Set

In Sports Racing, GCR section 9.1.8., create new Prototype X Rule Set and re-letter as follows:

### ***"E. PROTOTYPE X (PX) CLASSIFICATION***

#### ***A. Purpose and Philosophy***

*The intent of the PX category is to allow competition of prototype vehicles that compete in road racing in the United States.*

*The PX class may be subject to periodic balance of performance (BOP) changes. Weights may be adjusted, or cars may be subject to changes in intake restrictors and other areas to meet professional series changes. Cars may be required to carry data acquisition equipment for review of performance. Participants shall make available to SCCA all collected data as may be requested from time to time.*

#### ***B. Eligibility***

*Vehicles meeting one of the following criteria may compete in the PX category:*

- *Daytona Prototype Gen #1 (2003-2007):*
- *Daytona Prototype Gen #2 (2008-2011):*
- *Daytona Prototype Gen #3 (2012-2016):*
- *Daytona Prototype International (2017-Present):*
- *IMSA GTP (1981-1995)*
- *IMSA Camel Light (1985-1993)*
- *Le Mans Prototype 1 (1999-2013)*
- *Le Mans Prototype 2 (1999-Present)*
- *Le Mans Prototype 3 (2017-Present)*
- *Le Mans Prototype Challenge (2009-2018)*
- *World Sports Car (1994-1998)*



- *Other like vehicles as submitted to the CRB for classification on a case by case basis*

**C. Bodywork**

1. *Standard bodywork must comply with their associated specifications,*

**D. Aerodynamic Devices**

1. *Aerodynamic devices must comply with their associated specifications.*

**E. Interiors**

1. *Interiors must comply with their associated specifications.*

**F. Chassis**

1. *All chassis must comply with their associated specifications.*

**G. Engine**

1. *Engines specifications are open.*

**H. Fueling, Piping and Fuel Tanks**

1. *Fueling, piping and fuel tanks must comply with their associated specifications.*

**I. Exhaust System**

1. *Exhaust systems must comply with their associated specifications.*

**J. Electrical**

1. *Electrical systems specifications are open.*

**K. Drivetrain**

1. *Drivetrains specifications are open.*

**N. Suspension and Steering**

1. *Suspension and steering must comply with their associated specifications.*

**O. Brakes**

1. *Brakes specifications are open.*

**P. Tires and Wheels**

1. *Tires must conform to 9.3. Tires.*
2. *Wheels must comply with their associated specifications."*

## STU

1. #27733 (SCCA Staff) STU DI turbocharged engine changes

In STU, GCR section 9.1.4.1.H., add DI section and renumber as follows:

*"7. All Direct Injected Turbocharged engines will be limited in preparation. DI Turbo engines must use OEM compression ratios, OEM camshaft lift, and may not port the cylinder head."*

## T2-T4

1. #26359 (Touring Committee) Weight adder for pro cages in touring

In GCR section 9.4.E.1, add new section as follows:

"Improved Touring, Spec Miata, B-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. *T2 and T3 only - Up to an additional 6 mounting points may be utilized with a 100# penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall.* Roll cage may not pass through any structural member, including the firewall, except Miata."

2. #27391 (Harley Kaplan) Brake Ducting

In T2, BMW E92 M3 (08-14), add to notes as follows:

*"OEM brake ducts may be used in the factory configuration and may serve no other purpose than the factory intent."*

3. #27440 (Ben Slechta) 350Z Control Arm Part Number Change

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows:

*"72125 and 72123 are allowed."*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to notes as follows:

*"72125 and 72123 are allowed."*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to notes as follows:

*"72125 and 72123 are allowed."*

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), add to notes as follows:

*"72125 and 72123 are allowed."*

4. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4

In T3, change Spec Lines as follows:

*"Mazda RX-8 Base/R3/Sport/GT (04-12)"*

In T3, change Spec Lines as follows:

*"Mazda RX-8 Base/R3/Sport/GT (04-12)"*

5. #27607 (Raymond Blethen) Request for Jack points

In T2-T4, GCR section 9.1.9.2.D.8.a.6, add the following:

"Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis or add another attachment point to the roll cage structure. *It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car.*"

#### **T4**

1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang

In T4, Ford Mustang V6 (05-10), add to notes as follows:

"*Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes

In T4, Mazda3 (14-18), add to notes as follows:

"*RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank

In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir

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

"*Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ

In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:

"Scion FR-S, *10 series* (13-16)"

#### **Taken Care Of**

##### **T2-T4**

1. #26312 (Touring Committee) Allow touring 2 and super touring cages in touring

Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

2. #26789 (Lansing Stout) Request FIA cert and Touring cage rules clarification

Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

3. #27325 (Stephen Blethen) In favor of minimum roll cage points

Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

4. #27339 (Michael Kritikos) Supports Changing Cage Mounting Points to Minimum Number  
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

### T3

1. #26260 (Casey Gunnell) Request FIA, World Challenge, IMSA, or Grand-Am roll cage allowed  
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

### What Do You Think

None.

### RESUMES

None.

## TECHNICAL BULLETIN

DATE: November 20, 2019

NUMBER: TB 19-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2019. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

### **American Sedan**

None.

### **B-Spec**

1. #27226 (David Oliveira) Request for Correction of Production Years for Mini Cooper

In B-Spec, Mini Cooper (2011-), add year as follows:

"(2011-~~13~~)"

### **Formula/Sports Racing**

#### **F**

1. #27472 (Formula/Sports Racing Committee) Vehicle Logbooks E&O

In Vehicle Logbooks, GCR section 9.2.1.A, change as follows:

"All unissued Vehicle Logbooks must remain ~~the~~ *in the* possession and control of a Divisional or National Technical Inspector."

2. #27769 (SCCA Staff) Request to update FE, FE2, SRF, SFR3 in the GCR Effective 1/1/2020, in GCR Section 9, make general updates to FE, FE2, SRF, SRF3 as follows:

**“9.1.1. FORMULA CATEGORY CLASSES**

- Formula Atlantic (FA)
- ~~Formula 1000 (FB)~~
- Formula Continental (FC)
- Formula Enterprises (FE) *Regional Class*
- Formula Enterprises 2 (FE2)*
- Formula Vee (FV)
- Formula F (FF)
- Formula 500 (F5)
- Formula Mazda (FM)

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**9.1.8.A SPORTS RACING CATEGORY**

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

**1. SCCA SPORTS RACING CATEGORY PREPARATION RULES**

The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. Sports Racers Cars except SRF & SRF3 homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event. Cars built after 1-1-2014 must conform to Homologation requirements as specified in 9.2.2.

Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/drive train/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event.

Single seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in a Sports Racing/Prototype Class (ASR, P1, P2) provided they comply with the requirements of the Classification Specification and GCR Section 9. This means that all Formula Atlantic, Formula Continental, Formula F, and Formula Vees running in Sports Racing categories shall have bodywork which complies with the appropriate category Classification Specifications. The ex Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registration vehicle numbers. Each converted car shall meet the homologation requirements of section 9.2.2 and have a new Vehicle Logbook (with new pictures); however, the former Logbook will be securely attached to the new Logbook. This procedure will enable Race Officials and Scrutineers to identify a single seat Sports Racer as formerly having been a bona fide Formula car. New Single seat Sports Racers may be of new construction and must meet the homologation requirements of section 9.2.2.

Where Weber or other approved carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

It is the intention of the Club Racing Board to never classify a replica or derivative of a mass produced road car body in the sports racing classes. These classes are intended for open and/or closed sports racer/sports prototype bodywork Sports racing cars shall be classified into classes as follows:

- A Sports Racing (ASR) - Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)
- Prototype 1 (P1)
- Prototype 2 (P2)
- Spec Racer Ford (SRF) *Regional Status Only*
- *Spec Racer Ford 3 (SRF3)*

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### 9.2.1 VEHICLE LOGBOOKS

Each car shall have a complete and up-to-date logbook.

- A. The standard SCCA Vehicle Logbook will be used by all competitors at all SCCA competitions, unless accepted in the Supplemental Regulations for an event shared with another sanctioning organization, or as specified in 9.2.1.D.  
All unissued Vehicle Logbooks must remain in the possession and control of a Divisional or National Technical Inspector.
- B. Only one logbook will be issued for each vehicle (except as a continuation of the original or a replacement). When a continuation logbook is issued, the date the initial logbook was issued must be written on the front page of the continuation logbook. (It is not necessary to present all old logbooks for issuance of annual inspection stamp or a tech sticker.) Possessing two logbooks for one vehicle is a breach of the rules under 2.1.3.
- C. A complete description of the vehicle, its safety roll bar/roll cage, and the required photographs must be present in the places provided. All changes of ownership of the vehicle must be recorded.
- D. ASN Canada FIA Vehicle History Logbooks will be accepted at all SCCA events.
- E. The Vehicle Logbook must be issued by a Nationally licensed Technical Inspector, who will complete the required vehicle information in the front and back of the logbook. He will conduct a thorough inspection of the vehicle, as provided in Section 9.3, General Technical and Safety Specifications. The logbook issue date is the date of registration.
- F. Identity Numbers:
  1. Each vehicle shall be issued an identity number which will be permanently stamped on its roll bar, and which will correspond to the number on the Vehicle Logbook.
  2. The first digit(s) corresponding to the region's identity number will be separated from the balance of the numbers by a dash (-).
  3. The car numbering system, beginning with 001, shall be issued consecutively as the vehicles are registered during a thorough inspection.



G. All Formula and Sports Racing Cars may be required to be homologated by SCCA and issued a Certificate of Approval. Refer to section 9.2.2. for details. Exceptions are Spec Racer Ford, *Spec Racer Ford 3*, FE, *FE2*, *ESR* SRSCCA, and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook.

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### 9.3.29. IDENTIFICATION MARKINGS

Each car shall carry identification numbers and class letters per A and B, below, SCCA logos per C, below; and any markings required by the Supplemental Regulations.

#### A. Numbers and Class Letters

Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers may be 1, 2 or 3 digits. 3 digit numbers must start with the number "1". Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference.

#### B. Size of Numbers and Class Letters

Numbers shall be at least 8 inches high, with a 1.5 inch stroke on a contrasting background (rear winged Formula cars shall have as large a number as possible on their rear wing side plates). Metallic (reflective) numbers and class letters are prohibited. The distance between 2 numbers shall be at least as wide as the stroke of the numbers. Class letters shall be at least 4 inches high, with a 1/2 inch stroke on a contrasting background.

#### C. SCCA Logo

Each driver's suit shall display one of the SCCA logos shown in figure 2. It is preferred that the logo be placed on the upper right side of the driver's suit (see figure 3). Each car competing in an event shall display the official SCCA field logo (see figures 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped.

#### D. Displaying Minimum Weight and Restrictor Size Type

Except for classes in which there is only 1 required minimum weight (e.g., ASR, *ESR*, FE, *FE2*, 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.

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### 9.3.34. MASTER SWITCH

All cars, except Touring, and B-Spec shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords (*SRF/SRF3*) shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:"

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#### FA

1. #27493 (Formula/Sports Racing Committee) Move wheel dimensions from Bodywork subsection to General section

In FA, delete GCR section 9.1.1.A.1.g.9 in its entirety as follows:

~~"The minimum wheel diameter is thirteen (13) inches. Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars front wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches."~~

In FA, GCR section 9.1.1.A.1, add a new section as follows:

*"h. The minimum wheel diameter is thirteen (13) inches. Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars front wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches."*

2. #27640 (Formula/Sports Racing Committee) Table 2 Mazda MZR 2.0 E&O

In FA Table 2, Mazda MZR 2.0 line, make changes as follows:

*"Ralt RT40, Ralt RT41, and Swift 014 chassis only"*

#### FC

1. #27710 (Lyn Greenhill) Request for Better Zetec Connecting Rods

In FC, GCR section 9.1.1.B.16.b, make changes as follows:

"Only original Ford, or Sealed Power #H872cp, or United Engine and Machine #SO2763 pistons may be used. *Only original Ford or Eagle #CRS5483F3D connecting rods may be used. The* ~~C~~crankshaft, ~~and rods~~ may be replaced only with *a* standard original Ford replacement parts."

2. #27795 (Club Racing Board) Add Alternate Piston

In FC, GCR section 9.1.1.B.16.b, change as follows:

"Only original Ford, ~~or~~ Sealed Power #H872cp, ~~or~~ United Engine and Machine #SO2763, *or Mahle #930169439* pistons may be used."

## FE

1. #27624 (Robey Clark) FE / FE2 Update Rules

In FE, GCR section 9.1.1.I.8.b, add the following:

"Front Springs: 600 lbs. ±25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011

Rear Springs: 1000 lbs. ±25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012

*or*

*Front Springs: 800 lbs. ±25 lbs. Hypercoil Part # WM203013, Silver*

*Rear Springs: 900 lbs. ±25 lbs. Hypercoil Part # WM203014, Silver*

*Effective June 1, 2020, Part # WM203013 Front and Part # WM203014 Rear will be required for FE2 and optional for FE."*

In FE, GCR section 9.1.1.I.13, add a new section as follows:

*"e. The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited. The penalty for violation will be the loss of qualifying times and/or the disqualification of race results."*

In FE, GCR section 9.1.1.I.15, change the weight as follows:

"The car shall weigh ~~1260~~*1270* lbs. minimum, including the driver."

In FE2, GCR section 9.1.1.I.16.h, change the weight as follows:

~~"Weight-~~The car shall weigh ~~1250~~*1270* lbs. minimum, including the driver."

2. #27722 (Robey Clark) Request for FE / FE2 preparation rules update

Effective 1/1/2020, in FE, GCR section 9.1.1.I, make changes as follows:

### **"I. FORMULA ENTERPRISES (FE2/FE) PREPARATION RULES**

#### ***1. FORMULA ENTERPRISES 2 (FE2) FE2 2.0L MZR***

##### *A. Definition*

FE's with the *Mazda* new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will become Divisional or Regional Only Class Car.

2018 competition season going forward the *The Mazda* Optional 2.0L MZR engine can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:

- a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit

Must use the following:

- b. 2.0L only Intake Manifold Part # WM30106
- c. Throttle Body Part # WM591930-Jenvey
- d. PE ECU Kit Part # 1192012
- e. Nippon-Denso Alternator Part # WM902127
- f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022
- g. PCV Valve Part # WM391502
- h. Weight The car shall weigh 1250 lbs. minimum, including the driver.
- i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.
- j. 2.0L MZR required Spark Plug Part# ND ITV 24

## **2. FORMULA ENTERPRISES (FE) – Regional Only Class**

### **A. Definition**

One design, fixed specifications, open cockpit, single seat Formula car with *the* Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises (Enterprises). All replacement parts are supplied through Enterprises and shall be official Spec Formula Car parts except where noted in J.4. No modifications may be made to any part or system unless specifically permitted in these rules. The 2.3L FE cars will continue as a Runoffs eligible class through 2019.

### **B. ~~2.~~ Safety Requirements**

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

### **C. ~~3.~~ Vehicle Configuration**

All cars to GCR section 9 with the following exceptions: Section 9.3 Accumulators.

### **D. ~~4.~~ Maintenance and Repairs**

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official Enterprises Formula Car parts. If any official Enterprises' seal is broken, lost by accident or intent, the procedures outlined under I.18., shall be followed. Parts and materials with an Enterprises part number having the prefix "WM10" are considered to be unrestricted,

providing their dimensions and materials are comparable. No other parts are to be considered “unrestricted” except where specified.

**E. 5-** Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.

Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot drop box part # WM180020J may be installed.

e. Enterprises impact attenuator part #WM180023 (crush box) shall be installed.

f. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016.

**F. 6-** Bodywork

NO MODIFICATIONS ALLOWED (except as specified). If any seal, label, stamp is missing the parts must be returned to Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of Enterprises decals and locations as specified by Enterprises.

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, except as specifically noted herein, is strictly forbidden. The main wing plane angle is zeroed

on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement. Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the front wing secondary elements only, not the wing main plane. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, except as specifically noted herein, are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurney are permitted.

i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.

j. Enterprises windscreen P/N: WM137000 is allowed.

k. Enterprises bubble tail P/N: WM138014 is allowed for both FE and FE2.

## **G. 7. Engine and Drivetrain**

### **a. Engine**

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.



2. Enterprises seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating or painting is allowed on the exterior or interior of the intake manifold.
7. Only Engine Control Units (ECU) manufactured by MBE or Performance Electronics are permitted. Modification of the ECU, ECU program, wiring or sensors is prohibited. ECUs are password protected.
8. The flywheel weight is a minimum of 2.6 pounds for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, NGK TR5AI-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930 or WM591930-Jenvey (used with PE ECU only)
14. Fuel Filter: Any 10-micron fuel filter may be used as long as it performs no other purpose than to filter fuel.
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An Enterprises muffler kit part #WM1131046 (with packable muffler #WM301040A) or muffler kit part #WM1131047 (with no pack muffler #WM301063) is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.

20. An optional Enterprise alternator kit is allowed, Part # WM1100101

b. Transmission

1. The ELITE 5 speed or SADEV 6 speed sequential transaxles supplied by Enterprises are the only permitted transmissions. No internal or external modification (including lightening) other than normal racing repair or as noted below:

a. "SADEV Only" when tested and proven "Flat shift" may or may not be used, competitor's choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional "Auto Blip Kit" may also be used when tested and proven.

b. "SADEV Only" 1-2019 SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected / repaired / resealed if necessary, by CSR or approved personnel.

2. ELITE Transmission servicing, replacement of internal components is permitted by the competitor with the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Only approved ratios:

a. ELITE

1st 12:29

2<sup>nd</sup> 15:28

3rd 16:24

4th 20:25

5th 24:26

b. SADEV

- 1st 14:33
- 2nd 16:30
- 3rd 17:26
- 4th 19:25
- 5th 23:26
- 6th 26:26

(All SADEV ratios are under review and could be updated prior to sealing date)

5. Differential – ELITE 12:33 or SADEV 10:31. The differential must remain open. No limited slip mechanism is allowed. Differential must work as supplied no tightening of the differential to limit slip.
6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.
7. “ELITE Only” Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed for both transmissions.
8. Shift cable is free, all mechanical force provided by the driver.

#### DRIVETRAIN MINIMUM WEIGHTS TABLE

#### H. ~~S~~ Suspension

- a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
- b. Front Springs: 600 lbs.  $\pm$ 25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011  
Rear Springs: 1000 lbs.  $\pm$ 25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012
- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- f. Anti-roll bars (sway bars) may be run disconnected, but not removed. One anti-roll bar link may be removed from the front, rear, or both ends of the chassis for safety reasons, but no modification of the link or attachments is permitted.

Anti-roll bar sizes:

**Front**

Main Shaft 0.875" OD  $\pm$ .005" Top Tee .750" x .135" wall,  $\pm$ .005"

Length: 7.5" maximum end to end

**Rear**

lower stalk .615" Dia.  $\pm$ .005"

Upper stalk .765"  $\pm$ .005"

Arm length 5.470" shoulder to shoulder

Optional: Front rotating blade Anti-roll bars

PN: WM201023 Blade Minimum thickness 0.155"  $\pm$ .005"

PN: WM201022 0.590"  $\pm$ .005 Main Shaft Length 6.006"  $\pm$ .010"

PN: WM201029 0.875"  $\pm$ .005 Main Shaft Length 6.006"  $\pm$ .010".

PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.

PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.

PN: WM1121007 0.590" Bar Kit / set screw lock.

Optional: Rear Adjustable Anti-roll bar Part # WM1102026

**I. ~~9.~~ Shocks**

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.
- b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims).
- c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.
- d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.
- e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.

**J. ~~10.~~ Steering**

NO MODIFICATIONS ALLOWED, except as described within these rules

- a. An alternate steering wheel may be used. “Butterfly” style steering wheels are not allowed.
- b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable).  
It may also be modified to accommodate a larger driver.
- c. Optional steering arm Part # WM204008A can be used and allows more adjustability.

**K. ~~11.~~ Brakes**

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

- a. Brake pads as labeled and supplied from Enterprises.
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450”. Part # WM801002x Left, Part # WM801003x Right. Min width is .600”
- c. Master cylinders must be the Girling type.

Front master cylinder is .700” piston diameter, Part # WM802005

Rear master cylinder is .750” piston diameter, Part # WM802006

- d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF #WM802003

LR # WM802002 RR # WM802001

- e. Brake lines are free (no plastic allowed).

**L. ~~12.~~ Wheels (Only wheels supplied by Enterprises)**

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

- a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted.
- b. Wheel spacers are not allowed.

**M. ~~13.~~ Tires**

Tires must run in sets of 4 as stated below:

**DRY**

Hoosier

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

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

**WET**

Hoosier

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

or P/N: 44196 W3, 22.0 X 8.0-13

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

- a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
- b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.
- c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
- d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

**N. 14. Electrical System**

NO MODIFICATIONS ALLOWED, except as described within these rules.

- a. Wiring harnesses must remain as delivered.
- b. Battery is free as long it remains in the original location and securely fastened.
- c. Battery wiring is free. Car must shut off when master switch is turned off. Jump battery quick connect plug is allowed.
- d. Any instrumentation is allowed.



e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light is allowed.

**O. 15: Weight**

The car shall weigh 1260 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be

fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

**16. FE2 2.0L MZR**

FE's with the new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will become Divisional or Regional Only Class Car.

2018 competition season going forward the Optional 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:

a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit

Must use the following:

b. 2.0L only Intake Manifold Part # WM30106

c. Throttle Body Part # WM591930-Jenvey

d. PE ECU Kit Part # 1192012

e. Nippon Denso Alternator Part # WM902127

f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022

g. PCV Valve Part # WM391502

h. Weight The car shall weigh 1250 lbs. minimum, including the driver.

i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.

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

**P. 17: Accessory Items**

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required, see GCR section 9.3 Towing Eyes.
- g. Enterprises Part #WM11592302 Throttle Cam/Cable Update is recommended.
- h. Enterprises Part #WM114001 Thermostat Kit is permitted.
- i. Enterprises Part #WM 801004 Rotor Temp Bands are permitted.
- j. Enterprises Part #WM301062 Intake air baffle

**Q. 18:** Updates

Provisions will be made for updates on all safety and mechanical improvements. When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events. Such updates will be effective when finalized by Enterprises, announced by the National Office, and published in Fastrack.

**R. 19:** Vehicle Logbook

The Vehicle Logbook for each Enterprises Formula Car remains the property of Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped

on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises 14550 E. Easter Ave Suite 400

Centennial, Co. 80112. The logbook will then be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises.

A FEE OF \$200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All Enterprises Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

**S. 20.** Seals

Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 20.1., 20.2., 20.3., and 20.4.

**T. 21.** Penalties (Specific to Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

- a. Vehicle logbook will be impounded.
- b. Disqualification from a competition or the event.
- c. Suspension of SCCA competition privileges for thirty (30) days.
- d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

- ~~a. 1-~~ Disqualification from a competition or the event.
- ~~b. 2-~~ A fine of \$250.00.
- ~~c. 3-~~ \$500.00 testing fee plus freight charges paid to Enterprises.
- ~~d. 4-~~ Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
- ~~e. 5-~~ For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Formula Car competition.

**U. 22-** Enterprises Formula Car Drive Train Protest

- a. Protests shall be filed per the GCR.
- b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:
  - 1. Remove and replace motor and transmission - \$400.00
    - a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
  - 2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges
    - a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.
  - 3. Protest Fee: Regional - \$25.00, National - \$50.00.
- c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
- d. The Chairman SOM is required to inform Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900). The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE/**FE2** competition.”

## FF

1. #27563 (John Whiteman) Honda Racing HPD low cost ECU proposal

In FF, GCR section 9.1.1.B.14.p, add new sections and renumber as follows:

*"3. The LC1 ECU supplied by HPD is permitted effective 3/1/2020 and must be used with a corresponding lambda sensor supplied by HPD. Implementation date is contingent on SCCA National office receiving necessary and sufficient quantities of support materials.*

*4. The LC1 ECU may be used with an LC1-specific chassis harness supplied by HPD or with a current chassis harness using an adapter supplied by HPD.*

*5. The current E1 ECU is no longer supported, but competitors may continue to use existing E1 ECUs provided that they are functioning as intended. The E1 ECU must remain sealed and unmodified."*

## FV

1. #27603 (Christopher Zarzycki) Clarification on Wheel Bolt Pattern

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 *VW wheel with the same 5-bolt pattern as the standard fifteen (15) inch X 4J wheel* within the track dimensions of C.2."

## SRF

1. #27723 (Robey Clark) SRF / SRF3 Majors & Regional Class Updates

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

"SPEC RACER FORD 3 (*SRF/SRF3*)"

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

"SPEC RACER FORD 2 (*SRF Regional Only Class*)"

In SRF, GCR section 9.1.8.E.2, make changes as follows:

"SPEC RACER FORD 3 (*SRF3*)"

In SRF, GCR section 9.1.8.E.2.A, make changes as follows:

"It is the intent of the *SRF3, GEN3 a Ford 1.6L* conversion, to update the current 1.9L SRF drivetrain for class longevity. ~~SRF and SRF3 shall compete side by side, for respective points and championships."~~

## SRF3

1. #27622 (Robey Clark) SRF Tire Warmer Rule

In SRF, GCR section 9.1.8.E.1.V.s delete section in its entirety as follows and re-letter as follows:

"~~It is forbidden to regroove tires.~~"

In SRF, GCR section 9.1.8.E.1.X.f, add new sections as follows:

"Tires:

Dry:

Front – Hoosier P/N 46340 P185/60ZR13

Rear – Hoosier P/N 46350 P205/60ZR13 SRF

Wet:

Front – Hoosier P/N 46100 P185/60R13 H20

Rear – Hoosier P/N 46105 205/60R13 H20

*1. It is forbidden to regroove tires.*

*2. The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited. The penalty for violation will be the loss of qualifying times and/or the disqualification of race results."*

2. #27706 (Robey Clark) SRF / SRF3 Nose Weight Reduction

In SRF, GCR section 9.1.8.E.1.E.a, change the minimum weight as follows:

"Front ~~35~~ **32** lbs."

#### **GCR**

1. #27228 (Paul Gauzens) Request to Clarify Role of SOM to Correct Errors

In GCR section 5.12.1.A.8.a., add wording as follows:

"a. Based on a correction or error by the Chief of T&S *or another official without necessarily receiving a request or protest to do so.*"

In GCR section 7.5., make changes as follows:

"Whenever a penalty *or correction* affects the final results, including when a driver or car is disqualified *or reinstated*, the SOM shall advance *or demote* the subsequent competitors in the finishing order and advise the Chief of Timing and Scoring of any amendment to the results."

2. #27251 (Richard Patullo) Request alternate license from Pro series

In Appendix C, section 2.8.B, add the following:

*"23. Indy Car MX-5 Cup License"*

**Grand Touring**

**GT3**

1. #27357 (Dan Wold) Request to Add SR16VE to GT-3 Spec Lines

In GT3, Nissan, add new engine as follows:

<b>GT3 Engines - Nissan</b>									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>SR16VE</i>	<i>DOHC</i>	<i>86.0</i>	<i>68.7</i>	<i>1596</i>	<i>Alumn. Crossflow</i>	<i>4</i>	<i>Unrestricted</i>	<i>1690</i>	<i>Alt. Heads: #11040-1N591.</i>

**GTL**

1. #27233 (Jonathan Spiegel) 88-91 Honda CRX Spec Line Correction

In GTL, Honda CRX 84-87, change notes as follows:

"Hood bulge permitted, no openings. May mount wing per hatchback-station wagon spec, but no part of the wing assembly may be above the highest point of the roof. ~~May utilize IRS with a 2.5% weight penalty.~~"

In GTL, Honda CRX 88-91, change notes as follows:

"Hood bulge permitted, no openings. May mount wing per hatchback-station wagon spec, but no part of the wing assembly may be above the highest point of the roof. ~~May utilize IRS with a 2.5% weight penalty.~~"

**Improved Touring**

None.

**Production**

**FP**

1. #27487 (Blake Meredith) Request to Correct Track of 1988-91 Honda Civic

In FP, correct track specifications as follows:

Honda Civic 1.5 (88-91) (Level 1)

~~"59.8 61.3 / 60.0 61.7"~~

Honda Civic EX (90-91) (Level 2)

~~"61.4 61.3 / 61.7"~~

Honda Civic Si (88-91) (Level 2)

~~"61.3 / 61.7"~~



Honda Civic Si (88-91) (Level 1)

"61.4 **61.3** / 61.7"

Honda CRX 1.5 (88-91) (Level 1)

"61.3 / ~~61.5~~ **61.7**"

Honda CRX Si (88-91) (Level 2)

"**61.3** / **61.7**"

Honda CRX Si (88-91) (Level 1)

"**61.3** / **61.7**"

In HP, correct track specifications as follows:

Honda Civic 1.5 (88-91) (Level 2)

"~~59.8~~ **61.3** / 60.0 **61.7**"

Honda CRX Si (84-87) (Level 2)

"59.3 **61.3** / 59.9 **61.7**"

### Prod General

1. #27661 (Production Committee) Re-organize Prep2 Cylinder Head Rules for Clarity & Consistency  
In Production, GCR section 9.1.5.E.2.e, delete section and replace as follows:

e. ~~The Cylinder Head can only be modified:~~

- ~~1. To install an alternate camshaft, and/or adjustable cam gears.~~
- ~~2. To port match on the port mating surface to a depth of no more than one inch.~~
- ~~3. To facilitate the installation of permitted alternate components, provided the modification serves no other function.~~
- ~~4. To achieve the maximum specified compression ratio by the machining of the deck surface.~~
- ~~5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.~~
- ~~6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.~~
- ~~7. To utilize O-rings to replace or supplement a cylinder head gasket.~~
- ~~8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.~~

"e. *Cylinder Head*

- 1. The cylinder head may be modified to allow installation of permitted alternate components, provided the modification serves no other purpose.*
- 2. Valve seats and valve seat angles are unrestricted. The valve seat may be no taller than one half inch.*
- 3. The cylinder head deck surface may be machined to achieve the specified compression ratio and to allow the installation of o-rings to replace or supplement the cylinder head gasket.*
- 4. Holes resulting from the removal of EGR valves, air nozzles and fuel injectors (if the stock fuel injection system is removed and carburetors substituted) may be plugged, provided the plugs serve no other purpose.*

*5. Cylinder head ports may be matched to the intake manifold to a depth of no more than 1 inch from the port mating surface."*

#### **Spec Miata**

None.

#### **Super Touring**

##### **STU**

1. #27342 (Paul Azan) Request for an electronic throttle body

In GCR section 9.1.4.G.8, make changes as follows:

"Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis. *Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body.*"

#### **Touring**

##### **T3**

1. #27253 (Angelica Sprehe) Request to add 2018 Subaru BRZ in T3

In T3, Scion FR-S/ Toyota 86 (13-17), change the year as follows:

"(13-~~17~~ 20)"

In T3, Subaru BRZ (13-17), change the year as follows:

"(13-~~17~~ 20)"

## COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS  
Bruce Nelson vs. SOM COA Ref. No. 19-11-SE  
September 19, 2019

### FACTS IN BRIEF

Following the Sunday, August 4, 2019, Group 6 SARRC Sprint Race at Daytona International Speedway, Bill McGavic, driver of Grand Touring 3 (GT3) #69, filed a Protest against Bruce Nelson, driver of Improved Touring O (ITO) #148, for alleged violations of General Competition Rules (GCR) 6.11.1.A., B., and C. as a result of contact causing Mr. McGavic to spin and have contact with the overall leader of the race.

The Stewards of the Meeting (SOM) Larry Buell, Mark Montero, Paul Ronie, Herb Shipp, and Bob Ricker (Chairman) met to hear and rule on the Protest. The SOM interviewed witnesses, reviewed witness statements, and concluded that Mr. Nelson violated GCR 6.11.1.B., C., and D. by not allowing racing room as Mr. McGavic was attempting to pass. The SOM did not rule on 6.11.1.A. (Avoidable Contact). Mr. Nelson was placed on Probation for three race weekends and three penalty points were assessed on his license. Mr. Nelson is appealing this decision.

### DATE OF THE COURT

The SCCA Court of Appeals (COA) James Averett, Jack Kish, and Laurie Sheppard (Chairman) met on September 5 and 12, 2019, to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bruce Nelson, received August 30, 2019.
2. Video clip from Car #148, received August 30, 2019.
3. Still photos of Car #148 damage, received August 30, 2019.
4. Official Observer's Report and related documents, received August 30, 2019.
5. Still photos of Car #69 damage, received September 4, 2019.
6. Video from Car #69, received September 6, 2019.
7. Revised Statement from Bill McGavic, received September 6, 2019.

### FINDINGS

The SOM received Mr. McGavic's Protest more than one hour after the Group 6 race ended. The Chairman of the SOM (CSOM) requested a public address announcement to call Mr. Nelson to the SOM and dispatched a Paddock Marshal to Mr. Nelson's garage space, but Mr. Nelson had left the facility. The CSOM attempted to call Mr. Nelson at the phone number on his entry. There was no answer and

voicemail was not available. The SOM court convened, considered testimony from available witnesses, and reached a decision without input from Mr. Nelson. The SOM acknowledged that available video was not readable.

In his appeal, Mr. Nelson stated the protest was “inappropriate” and it was “unfair” for the SOM to make a decision without providing him an opportunity to speak or identify witnesses. Mr. Nelson provided a video clip of forward facing in-car footage beginning slightly before and continuing through the incident. The video shows he followed a predictable racing line and allowed room for several faster cars to pass on his right in Turn 3. After the apex of Turn 4, he moved to the right to allow additional cars to pass him on the left. Car #69 does not appear in the video until the contact occurs.

The COA received a new statement and full race video from Mr. McGavic. The video shows Mr. McGavic (Car #69) following Car #5 and others for a few laps before catching Mr. Nelson (Car #148) between Turns 1 and 2. Mr. Nelson appeared aware of the faster cars approaching and let three cars past in Turn 3, leaving Mr. McGavic immediately behind as they approached left-hand Turn 4. After the apex at Turn 4, Mr. Nelson’s trajectory took him toward the right side of the track.

Mr. McGavic initiated a pass to the right of Mr. Nelson. Before Car #69 had breached the rear bumper of Car #148, there was less than a car width of pavement available and Mr. McGavic had to utilize the berm. Car #69 was fully alongside but slightly ahead of Car #148 when Mr. McGavic reached the abrupt end of the berm and a small area of grass before an infield access road on the right. In both Mr. McGavic’s video and Mr. Nelson’s video Car #69 can be seen making a slight leftward adjustment to avoid the grass area. The left side of Car #69 ahead of the left rear wheel contacted the right front of Car #148. Mr. McGavic spun in front of Mr. Nelson and continued across the track where he was hit by Car #10 (GT1), which was passing Mr. Nelson on the left.

GCR 6.11.1.D. states “The overtaking driver is responsible for the decision to pass another car and to accomplish it safely.” Both videos show Mr. Nelson making a single move from the apex of Turn 4 to the right side of the track and then maintaining a straight path less than a car width from the right edge of the pavement. Mr. McGavic was moving at a considerably higher rate of speed than Mr. Nelson and other cars were passing Mr. Nelson on his left. The COA finds the combination of Mr. McGavic’s speed differential and Car #10 simultaneously passing on his left prevented Mr. Nelson from adjusting his line to accommodate Mr. McGavic’s right side pass.

The COA concludes that Mr. Nelson did not deprive Mr. McGavic of racing room, nor did Mr. Nelson block or attempt to impede Mr. McGavic’s overtaking car. The COA further rules that Mr. Nelson was not afforded due process. GCR 8.2. states “The parties concerned will be notified when and where the hearing will occur.” Since notification did not occur, the statement “If any party is absent, a judgment may still be rendered...” does not apply. Accommodation should have been made for notification, albeit delayed, prior to the conclusion of the hearing. Mr. Nelson’s probation is cancelled, his full competition license will be returned, and the three points assessed on his license will be removed.

**DECISION**

The COA overturns the SOM decision in its entirety. Mr. Nelson's appeal is well founded, and his entire appeal fee will be returned.

SCCA Runoffs  
JUDGEMENT OF THE COURT OF APPEALS  
CSOM Reference Number 45, 46, and 49  
Troy Ermish vs. SOM COA Ref. No. 19-01-RO  
October 13, 2019

**FACTS IN BRIEF**

On October 12, 2019, at the National Championship Runoffs held at Virginia International Raceway (VIR), at Turn 1 on the first lap of the Grand Touring Lite (GTL) race, Jonathan Goodale, GTL #04, had side-to-side contact with Joe Huffaker, GTL #77, causing Mr. Huffaker to contact Troy Ermish, GTL #38, and Ryan Kristoff, GTL #46.

Assistant Chief Steward Gene Kern filed a Request for Action (RFA) requesting the Stewards of the Meeting (SOM) investigate the incident. In addition, Mr. Ermish, Car #38, and Mr. Huffaker, Car #77, each filed a protest against Mr. Goodale. The SOM, Cathy Barnard, Duane Harrington, and Doug Nickel, Chairman, met, heard witnesses, reviewed evidence, and determined Mr. Goodale violated General Competition Rules (GCR) 6.11.1.A., B., and D. The SOM combined the RFA and Protests and issued one ruling. Mr. Goodale was penalized with loss of two finishing positions in class (removing him from a podium finish) and probation for six race weekends. Three penalty points were assessed against Mr. Goodale's competition driving license. Mr. Ermish appealed the SOM ruling.

**DATES OF THE COURT**

The Court of Appeals (COA), James Averett, Pat McCammon, and Michael West, Chairman, met on October 13, 2019, to review, hear testimony, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal Letter from Troy Ermish, received October 13, 2019.
2. SOM Hearing Decision and Related Documents, received October 13, 2019.
3. In-car video from Jonathan Goodale, Car #04, received October 13, 2019.
4. In-car video from Joe Huffaker, Car # 77, received October 13, 2019.
5. In-car video from Troy Ermish, Car #38, received October 13, 2019.
6. In-car video from Ryan Kristoff, Car #46, received October 13, 2019.
7. In-person testimony from Mr. Ermish, received October 13, 2019.
8. Telephone testimony from Mr. Goodale, received October 13, 2019.
9. In-person testimony from SOM listed above, received October 13, 2019.

## FINDINGS

In his appeal Mr. Ermish stated the penalty issued was inappropriate and requested the COA modify the penalty. The COA reviewed all documents and video evidence and concluded Mr. Goodale drove off track driver's right attempting to pass Mr. Huffaker under braking. Mr. Goodale utilized a portion of the pit lane blend lane and approaching Turn 1, first put the right two wheels in the grass and then all four wheels off track just before Turn 1. Mr. Goodale lost total control and went straight into Mr. Huffaker, who was following the track surface as it arced to the right. The impact pushed Mr. Huffaker into Mr. Ermish, damaging Mr. Huffaker's left front suspension and damaging the right rear of Mr. Ermish's car. Mr. Huffaker then had contact with Mr. Kristoff who was taking appropriate evasive action to Mr. Huffaker's left. Mr. Huffaker was unable to continue; Mr. Ermish continued for a short distance and entered the paddock using an escape road prior to Turn 3. Mr. Kristoff continued following a safe reentry, but at the back of the pack. Mr. Goodale continued and crossed the finish line in second place.

Following review of the evidence and testimony, the COA determined the SOM exercised due diligence in arriving at their decision. The SOM's two position penalty removed Mr. Goodale from a podium finish, ensuring he did not receive a 2019 Runoffs trophy nor appear in the top three in the published final results. The six-race weekend probation requires Mr. Goodale to present his probationary license to the Race Director/Chief Steward at each race weekend entered until he successfully completes the probation period. At each event entered Mr. Goodale must compete fully in accordance with the GCR as determined by the Race Director/Chief Steward to satisfy the terms of his probation. In accordance with GCR 7.4, the three penalty points will remain on his competition license for three years.

While the COA understands Mr. Ermish's request to increase the penalty, the SOM's ruling was based on a full review and assessment of the evidence. The SOM exercised full due diligence in arriving at the ruling and the penalties were within the authorities granted in GCR 7.2. The COA finds no compelling reason to increase the penalties.

## DECISION

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