

## BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Jan. 7, 2008

The Board of Directors, Sports Car Club of America, Inc. met via teleconference January 7, 2007. The following members participated: Bob Introne, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, R. J. Gordy, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka. Jim Julow, President, and Jeff Dahmert, Vice President of Finance, also participated.

MOTION: To approve the minutes of the December 10, 2007 meeting. (Porterfield/Dent)  
PASSED, Unanimous

### PRESIDENTS REPORT

Jim reported plans for the National Convention. He also indicated that SCCA Pro expects to finish 2007 in the black.

### FINANCIAL REPORT

Jeff reported on the November financials. He indicated that SCCA Inc. will finish 2007 in the black.

### NEW BUSINESS

The board discussed Formula First and took no action at this time, as the Board has not received a recommendation from the Club Racing Board.

MOTION: To approve Matt Rowe as Time Trials Committee Chairman. (Noble /Allen) PASSED, Unanimous

MOTION: To approve Guy Ruse as National Administrator for Licensing. (Christian/Allen) PASSED, Unanimous

MOTION: To appoint Jim Wakemen to the Road Rally Board. (Allen/Lybarger) PASSED, Unanimous

MOTION: To adjourn. (Christian/Allen)

Respectfully submitted,

Jim Christian  
Secretary

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# CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Jan. 8, 2008

The Club Racing Board met by teleconference on January 8, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gombert, Peter Keane, and Russ McHugh. Also participating were Bob Lybarger and Jerry Wannarka, BoD Liaisons; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-02, the following decisions were made:

## PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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. Comments may be e-mailed to crb@scca.com.

### GCR

**Item 1.** Effective 11/1/08: Change section 5.10.3.B.4 as follows:

The driver information shall include: driver's full name, hometown, state, region of record, car number, *and* car make ~~and model, and year as required per GCR.~~ It is required that the competition license number be included in the driver information.

**Item 2.** Effective 11/1/08: Delete section 5.5.4.D in its entirety.

#### ~~D. Equipment~~

~~Each corner station should be equipped with at least the following:~~

- ~~1. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations, and other stations as appropriate.~~
- ~~2. The following flags or signaling paddles: Yellow (2), yellow and red striped, white, blue with a yellow stripe, black, and red.~~
- ~~3. One dry chemical type fire extinguisher of at least 20 pound size although two (2) 10 pound extinguishers are recommended.~~
- ~~4. Pry bar of sufficient length (4-5 feet).~~
- ~~5. Broom (push type).~~
- ~~6. Oil/gasoline absorbent material.~~
- ~~7. Blanket or fire sheet.~~
- ~~8. Vest or arm band to distinguish the Corner Captains.~~
- ~~9. Pair of Day Glo orange re-entry gloves.~~
- ~~10. 20 foot length of half inch rope.~~
- ~~11. Flame/Heat resistant gloves.~~
- ~~12. Each black flag station shall additionally be equipped with black and mechanical black flags, plus a blackboard or other means of displaying simultaneously the affected car's number or the word "ALL."~~

**Item 3.** Effective 11/1/08: Change section 5.7 as follows:

#### 5.7.1. Sound Control Chief

The Sound Control Chief shall be responsible for monitoring racing vehicles at sound-controlled events in accordance with the GCR ~~and the SCCA Sound Control Manual.~~ Specifically, he or she shall:

- A. ~~Review or establish~~ *Ensure that the sound meter monitoring location equipment is located at an official certified site.*
- B. ~~Establish how~~ *Ensure that reading(s) shall be made in accordance with the GCR.*
- C. Advise the Chief Steward of the readings.
- D. Submit post-race reports to the Chairman of the SOM.
- E. Monitor weather and ambient conditions throughout the day.
- F. Perform field calibration *of the equipment* in accordance with the GCR ~~Sound Control Manual for sound meter, microphone, or other instruments.~~
- G. ~~Obtain~~ *Ensure that yearly calibration of the equipment has been performed by the from manufacturer or qualified a certified laboratory.*

## 5.7.2 General Procedures and Requirements

~~This Section shall establish SCCA test procedures, instrumentation, and environmental requirements for determination of race vehicle sound emissions.~~

Competitors carry sole responsibility to determine that their vehicles comply with Sound Control Regulations at each event. Mufflers may be required.

Sound Control will be in effect for all events. All cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over ~~103db~~ *the maximum for the event* shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken.

## 5.7.3 Standards

The primary standard for SCCA Sound Control shall be a sound pressure level of 103db "A" frequency weighted (dba) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. *Lower maximum levels may be imposed at specific venues or events. These lower levels shall be noted in the Supplemental Regulations. Numbers* All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

## 5.7.4. Equipment

A. A sound level instrument (meter) which meets American National Standards Institute (ANSI) Specification S1.4 1971, Class 2, Type S2A or better, and provides the following features:

1. Demountable microphone
2. Fast response (not peak)
3. "A" frequency (scale) weighting
4. Max. (maximum) hold
5. General accessories shall include:
  - a. Tripod
  - b. Microphone cable for remote operation, fifty (50) foot minimum
  - c. Operating Manual
  - d. Infield calibrator

B. Weather (meteorological instruments to support sound readings):

1. Barometer, capable of reading 0.1 inches of mercury (recommended).
2. Thermometer, accurate to +/- 1 degree Fahrenheit (wet bulb thermometer recommended). ~~GCR 40 5. Officials, Operating Procedures, Equipment~~

C. General equipment

1. Tape Measure, fifty (50) foot minimum

## 5.7.5. Measurements

~~The SCCA Sound Control criteria are a composite of Federal Standards and the Society of Automotive Engineers' specifications.~~

### A. GENERAL

~~Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating Manuals or other Manufacturer's literature should be referenced for both recommended operation and precautions to be observed.~~

### B. TECHNIQUE

1. ~~Acoustic calibration procedures should include extension cable influence.~~
2. ~~Field calibration shall be done at least every four (4) hours while in the operating mode.~~
3. ~~Weather conditions should be recorded every hour when conditions are unstable, or otherwise every two (2) hours.~~

## 5.7.6. Microphone Location

A. The microphone shall be:

1. ~~3.5 feet (minimum) above the ground surface.~~
2. ~~2.0 feet (minimum) above the level of the roadway.~~
3. ~~No more than 6 feet above the level of the roadway.~~
4. ~~Two hundred (200) feet or more away from any tunnel or overpass through which the target vehicle passes.~~

B. The microphone shall be mounted on a tripod, remote from the sound meter, using at least fifty (50) feet of cable.

C. ~~Whenever possible it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between race car and outside perimeter of the racing facility, aimed into infield areas.~~

**Item 4.** Effective 11/1/08: Change section 5.9.4.C.2 as follows:

Use at the track of ~~certification~~ calibration weights, ~~minimum 250 pounds totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer or minimum 250 pounds total if no recommendation is provided by the scale manufacturer~~ for individual wheel scales; ~~and~~ minimum 750 pounds total for platform scales. *Where applicable, the calibration recommendation by the scale manufacturer (e.g., a manual or letter from the manufacturer) must be available at all times during an event where the scales are in use.*"

**Item 5.** Effective 11/1/08: Change section 5.12.2.C.5 as follows:

At his or her discretion and without necessarily receiving a request to do so, order *(or request the SOMs order)* disassembly and inspection of any entered car to ascertain its conformance with the GCR. If the car is found to be eligible for the competition in which it is entered, the race organizers shall stand the expense of the disassembly, inspection, and reassembly. If it is not eligible, the entrant shall bear the expense, in addition to whatever penalties *the Chief Steward may assess or the SOM may direct after receiving the Chief Steward's report. A representative of the race organizers authorized to approve financial expenditures must formally approve the bond established for such a teardown before disassembly may begin. If handled solely as a Chief Steward's Action, the Chief Steward is directly responsible for monitoring all facets of the process until such time as the impounded parts are either retained by SCCA or returned to the competitor, as the Chairman SOM does in the case of a protest or RFA.*

**Item 6.** Effective 11/1/08: Change section 7.4.E as follows:

#### AUTOMATIC PENALTIES

Refusal to permit disassembly (tear down) in a Protest/Request for Action/*Chief Steward's Action* is an automatic penalty of disqualification, six (6) month suspension, and two-hundred-fifty dollars (\$250.00) fine.

**Item 7.** Effective 11/1/08: Change section 9.2.1.I as follows:

If a car is *protested or inspected during an event and found to be illegal*, the results of *this protest or inspection* shall be noted by the Chairman SOM, or delegated to another official, such as the Chief Scrutineer. (See 8.3.3.)

**Item 8.** Effective 11/1/08: Change section 8.3.3.F as follows:

Preservation of Evidence Any recorded evidence such as technical data or inspectors' reports or measurements shall be forwarded to the Club Office with the tear down bond (See 8.3.3.A.). The Chairman SOM *(or Chief Steward, in the case of a Chief Steward's action)* shall accept any parts tendered by the owner for safekeeping pending appeal. The SOM *(or Chief Steward, in the case of a Chief Steward's action)* shall have the authority to impound parts. *All impounded parts will be uniquely and identifiably marked upon their removal from the car and will remain in the direct control of a licensed Scrutineer or Steward designated by the Chairman SOM or Chief Steward (depending upon the type of action in progress) until such time as they are returned to the competitor or are delivered to and under the direct control of a courier service providing shipment by insurable and traceable means to the National Office for inspection and either retention or subsequent return to the competitor.*

#### Production

**Item 1.** Effective 11/1/08: Reclassify EP Elva Courier to FP with the 1800cc engine at 1,900 lbs and 1.5 inch carbs, and the 1600cc at 1,800 lbs.

**Item 2.** Effective 11/1/08: Reclassify the EP 88-91 Civic Si and CRX Si to FP at 2,075 lbs.

#### Touring and Showroom Stock

**Item 1.** Effective 11/1/08: Add new section 32 to section 9.1.7.E as follows:

32. *Cosmetic plastic engine covers may be removed.*

**Item 2.** Effective 11/1/08: Add new section 24 to section 9.1.7.E and renumber subsequent sections:

24. *Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.*

**Item 3.** Effective 11/1/08: Add new section 6 to section 9.1.10.D.6.a. as follows:

6. *Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.*

#### RECOMMENDATIONS TO THE BoD

None

## **MEMBER ADVISORIES**

T/SS – The CRB welcomes input from the T/SS community on the requirement for competing with a hardtop. Would the community support allowing their removal under the following conditions; windshield is retained at full height and full width and all open car safety items are made applicable. No weight changes. Interiors remain.

## **NEW CAR CLASSIFICATIONS**

EP – Morgan Super Sport

EP – Triumph TR2, TR3, TR4

FP – Volkswagen Golf III (93-98)

SSC – Honda Civic Coupe (96-00) inadvertently omitted from the GCR

## **REFERRED or TABLED**

### **GCR**

1. Clarify whether a hole on the pace lap may be filled without penalty (Gomberg). Tabled for further discussion.
2. Clean up the fuel acquisition language (Morrison). Tabled for further research.
3. Limit the thickness of roll cage mounting plates (Pichardo/Till). Tabled for further discussion.
4. Add a .5 mm tolerance to chokes/restrictors/throttle bores (LeCain). Tabled for further discussion.
5. Define “upright” as it applies to seats (Weber). Tabled for further discussion.
6. Change the definition of “ferrous” (Young). Tabled for further discussion.
7. Allow alternate fuels (Lipperini). Tabled for further discussion.

### **Formula/Sports Racer**

1. FB – Require mounting components be ferrous, aluminum alloy, or magnesium alloy and change the material requirement for suspension components (Dixon). Tabled for further research.
2. FC – Allow an alternate intake manifold for the Zetec (Lewis). Tabled for further research.
3. FE – Allow provisions for a transponder (Kelly). Tabled for further review.
4. FF – Clarify the FF aero issues (Robinson/Campbell). Tabled for further research.
5. F500 – Allow 3” rubber pucks (Murphy). Tabled for further research.

### **Production**

1. EP – Help the Datsun 240Z (Ira). Tabled for further evaluation of the EP class.
2. EP – Slow the Prelude (Brakke). Tabled for further evaluation of the EP class.

FP – Increase the wheel width of the Alpha Romeo Guilia Spider to 7” (Wood). Tabled for further research.

### **Touring/Showroom Stock**

1. T2 – Allow Mitsubishi Lancer Evo alternate springs, sway bar, and tires (Grand/Peter). Tabled for identification of parts and specifications.
2. T2 – Increase the wheel width and tires size of the Evo (Peter). Tabled for further research.
3. T2 – Add the 2008 350Z Nismo to the spec line (St. Clair). Tabled for further discussion.
4. SSB – Allow a strut tower brace and JCW suspension on the Mini Cooper S (Davis). Tabled for submission of parts to SCCA technical department.
5. SSB – Allow the suspension kit for the 2006-08 Honda Civic Si (Niffenegger). Tabled for further research.

### **Spec Miata**

Allow the standard rebuild procedures (Drago). Tabled for further research.

## **NOT RECOMMENDED**

### **GCR**

1. Review the license renewal process (Coleman). The existing waiver system handles a variety of special situations.
2. Increase the severity of penalties for performance-enhancing non-compliance (Pruitt). The available penalties are sufficient to deal with non-compliant cars.
3. Allow RSI safety certification (Baker). We will monitor standards within the industry.
4. Do not allow passing before passing the start/finish line (Gauzens). The rule is adequate as written.

### **Production**

1. P – Change the alternate transmission weight penalties (Brakke). The rules are adequate as written.
2. HP – Reduce the weight of the Datsun 510 to 1,860 lbs; allow alternate carburetors; and allow an alternate head (4 letters). We have made changes in the class and wish to monitor the results.
3. HP – Increase the comp ratio to 12.0:1 for the 1457/1471 and 1588 LP VWs (Lavine). We have made changes in the class and wish to monitor the results.

### **Touring/Showroom Stock**

1. T – Allow the removal of catalytic converters (3 letters). We will revisit this issue as experience is gained with turbo inlet restrictors.
2. T – Remove camber limits (Buttermore). The rules are adequate as written.
3. T1 – Increase the Viper restrictor or remove weight (Pintaric). The car is classified correctly per the formula for T1 cars.
4. T1 – Reclassify SS Camaro to T2 with updating and backdating (Moore/Baten). The car is classified correctly.
5. T1 – Raise the minimum weight of the C5 to 3,330 lbs (Ingle). The weight is appropriate as specified.
6. T1 – Help the Viper and slow the C6 (Pintaric/Lynch). The car is appropriately specified. We will continue to monitor the car's performance.
7. T2 – Allow 18x9 wheels for the GTO (Brannon). The wheel sizes are adequate as specified.
8. T2 – Reduce the weight of the GTO by 50 lbs (Brannon). The weight is adequate as specified.
9. T2 – Allow a 295/30/18 for the Cadillac CTS-V (Buttermore). The car is competitive as specified. We will continue to monitor the car's performance.
10. T2 – Remove 100 lbs from the Cadillac CTS-V (Buttermore). The car is competitive as specified. We will continue to monitor the car's performance.
11. T2 – Remove the ZOK option from the Solstice (St. Clair). This is a factory option.
12. T2 – Reduce the weight of the Evo by 200 lbs (Peter). The weight is appropriate as specified.
13. T2 – All any spring on the Evo (Peter). This is inconsistent with class philosophy.
14. T3 – Reclassify the Chrysler Crossfire to SSB (Lipperini). The performance potential is outside the SSB parameters.
15. T3 – Reclassify the Nissan 350Z to T3 (Schader). The car is classified correctly. We will continue to monitor the car's performance.
16. T3 – Reclassify the Cobalt to T2 (FERENCE). We have made changes and wish to monitor the car's performance.
17. T3 – Allow the 2002-04 WRX 17x7.5 wheels and 225/40/17 tires (Faitz). We will review the classification as the turbo inlet restrictors are implemented.
18. T3 – Classify the supercharged Scion tC (Marston). Aftermarket engine modifications are inconsistent with the class philosophy.
19. SS – Reduce the weight of the 1999-2000 Civic Si (Lipperini). The weight is adequate as specified.
20. SS – Allow aftermarket wheels (Schader). This is inconsistent with class philosophy.
21. SS – Require tires with a tread wear rating of 140, DOT certification, and Z or H rated (Lipperini). This has been tried in the past and did not help balance performance.
22. SSB – Reclassify the 2001-05 Miata to SSC (Mead/Drago). The performance potential is outside the SSC parameters.
23. SSB – Reclassify the 2002-05 Toyota MR-2 Spyder to SSC (McCaughy). The performance potential is outside the SSC parameters.

24. SSB – Allow the JCS engine kit for the Mini Cooper S (Davis). Engine modifications are not allowed in Showroom Stock
25. SSC – Allow an alternate model for the Scion tC (Lipperini). The suggested model is a limited production car.

### **Spec Miata**

1. Allow the 1994 to use the 1995-2005 flywheel (Henry). The 1994 cars may use the 1995-2005 flywheel, the rules do not permit flywheel modification, such as reducing the weight of a 94 flywheel to the later 1.8L weight.
2. Decrease the weight of the minimum weight of the 1.6 L flywheel (13 letters). Modifying the stock flywheel is inconsistent with the class philosophy.
3. Increase the weight of the 99+ (Zwolle). The weight is correct as specified.
4. Decrease the weight of the 1990-93 (Zwolle). The weight is correct as specified.
5. Increase the weight of the 1994-2005 (Cutler). The weight is correct as specified.
6. Increase the 1996-7 restrictor plate (Edmison). The cars are adequate as specified.
7. Create class parity (Zwolle). Performance is balanced with the current rules.

### **Previously Addressed**

*Addressed in 2008 GCR:*

GCR – Define “protect the driver’s legs”; are the main hoop support braces that go through a bulkhead into a trunk in the “cabin?” (Henschel/Czaki).

*Addressed on the SCCA web site:*

GCR – Updated Starter’s manual (Staff).

*Addressed in Technical Bulletin 08-02 or the February 2008 FasTrack:*

3. FF – Remove the original engine specs (Robinson).

*Addressed in Technical Bulletin 08-01 or the January 2008 FasTrack:*

1. FE – Reduce the weight to 1,250 lbs (Cruz).
2. FP – Increase the Suzuki chokes (Wood).
3. HP – Slow the Spitfire and the 1098 Midget (Camilleri).
4. HP – Allow a carburetor adaptor for the Triumph 1500 (Harlan/Johnson).
5. T1 – Classify the 2008 Corvette (McGinley).
6. SM – Allow 1999 shock mounts (40 letters).

*Addressed in Technical Bulletin 07-12 or the December 2007 FasTrack:*

T2 – Regulate the turbo cars (Baten).

## **No Action Required**

### **GCR**

1. Runoffs input, 24 class input, national classes input, out of division races (26 letters). Thank you for your input. The SCCA staff, CRB and BoD are reviewing various issues with regard to the Runoffs and the National racing program.
2. Why are you adding the little comments after the canned responses (Garza). Thank you for your input.
3. Are window straps required on rear windows without a frame (Diringer/Safrenek). Yes. A typical installation incorporates straps attached to the body.
4. Mazda input (5 letters). Thank you for your input,.
5. Opposition to proposed changes to section 9.3.19.A Suit Requirements (10 letters). Thank you for your input.
6. What will happen to GT3? (Jackson). The GCR provides regulations that govern class status, and the CRB must follow the rules.
7. Support for allowing open visual inspections (Doane). Thank you for your input. The chief steward has the authority to order this in impound.
8. My med stick input (Oluszczak). Thank you for your input,
9. Racing room input (Whitton). Thank you for your input,

### **Formula/Sports Racer**

1. FB – Do not change the rules (Lavery/Conrad). Thank you for your input.
2. FB – Opposition to engine rule changes (Devins). Thank you for your input.
3. FE – Do not combine FE and FM (Skirmants). Thank you for your input.
4. FE – Opposition to weight reduction (Kelly). Thank you for your input.
5. FS – Support for Formula First (Lindstrand). Thank you for your input.
6. FS – Opposition to Formula First (Andrade). Thank you for your input.
7. FV – Support for adjustable cam gears (Edwards). Thank you for your input.
8. FV – Do not change the rules (Galuardi). Thank you for your input.

### **Production**

1. P – Explain the 1477 cc FI VW classification (Wood). Thank you for your input. The classification was the result of member input.
2. P – Was the transmission language lost in the rewrite (Harbaugh)? Thank you for your input. The spec line indicates the number of forward speeds permitted.
3. P – Errors in 2008 GCR (Heintzman). Thank you for your input. The prep level column specifies the prep level and, in the case of the hybrids, references the notes for additional details.
4. EP – Can the Caterham run an open ECU (Nesbit)? The Caterham follows the IT rules that now allow alternate ECU housing.
5. HP – Reevaluate the Nissan 210 specs (Larson). Thank you for your input. The car compares with other vehicles in the class. We will continue to monitor the car's performance.
6. HP – Was the BMW 1600 dropped intentionally (Simpson)? A drop list and details of the process was published in the June FasTrack.

### **Touring/Showroom Stock**

1. T – Keep the T1-T3 rules the same (Lipperini). Thank you for your input.
2. T – Support for removing interiors (Kirkham). Thank you for your input.
3. T2 – Slow the Solstice GXP (Mead/Batten). Thank you for your input. We are developing a plan for turbo inlet restrictors.
4. T2 – Continue to allow pro drivers in club racing (Baten). Thank you for your input.
5. T2 – Classify the 2008 STI (Aqilante). Thank you for your input. We will consider the car upon receipt of the VTS sheet.
6. T3 – Classify the 2007-8 Legacy GT Spec B (Aqilante). Thank you for your input, We will consider the car upon receipt of the VTS sheet.
7. SS – Toyota accusump information (Schwerter). Thank you for your input.



8. SS – Factory options input (Demers). Thank you for your input.
9. SS – Opposition to suspension packages (DuLude). Thank you for your input.
10. SSB – Mazda MX-5 input (Tippens). Thank you for your input.

#### Spec Miata

1. Support for a spec tire (30 letters). Thank you for your input.
2. Opposition to a spec tire (4 letters). Thank you for your input.
3. Track width input (Nichols/Manning). Thank you for your input.
4. Support for track width change (4 letters). Thank you for your input.
5. Opposition to updating to the 1999 shock hats (Manning). Thank you for your input.

#### Resumes

F/SR – Stephen Oseth. Thank you for your resume. We will keep it on file.

## CLUB RACING TECHNICAL BULLETIN

**DATE:** January 8, 2008

**NUMBER:** TB 08-02

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/08 unless otherwise noted.

#### Formula

##### FC

1. Section 9.1.1.B.3.f, p. 194, change the section to read as follows: Pistons shall be standard Ford Mahle, AE Hepolite, CP, or J&E. Pistons must be unmodified in any way except for balancing and as detailed herein.
2. Section 9.1.1.B.3.f, p. 194, change section 4. and add a new section 5. to read as follows:
  4. CP piston P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams. Part number and Ivey logo stamped on wrist pin bosses.
  5. JE piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams.

NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.
3. Section 9.1.1.B.3.f, p. 194, correct the section reference in the last paragraph as follows: ...Section 9.1.1.B.3.d.

##### FF

1. The FF engine rules have been rewritten and organized for clarity. Replace sections 9.1.1.D, D.1, and D.2 with the following:
 

**D. FORMULA FORD PREPARATION RULES**

**NOTE:** Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

#### Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 “crossflow” pushrod engines, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. Two engines are allowed in Formula Ford:
  1. The Ford 1600 GT “Kent” pushrod “crossflow” as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
  2. The Ford 1600 GT “Cortina” engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.

#### D.1. Kent Engine

##### a. General:

1. Components shall not be interchanged between the Kent and Cortina versions of the engine unless specifically

authorized.

2. The engine shall not be altered, modified, or changed in any respect unless specifically authorized herein.
3. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded.

4. Valve guides are unrestricted provided the position of the valve is not changed. Standard Ford replacement valves, with oversize stems, may be used as normal repair/maintenance procedures. The specifications, in D.1.f are mandatory. It is permitted to re-cut or replace valve seats. Valve seat angles are unrestricted.

5. Exhaust emission control, air pumps, and associated lines and nozzles shall be completely removed. When these air nozzles are removed from a cylinder head, the holes shall be completely plugged.

6. Balancing of all moving parts of the engine is permitted. The pistons, rods, crankshaft, and flywheel may be lightened to their stated minimum weights. It is permitted to polish parts of the engine providing the contour of the part is not altered and can be recognized as the original part. Pistons may be balanced to the minimum weight by removing weight from the pin boss, the underside of the piston crown, or the bottom edge of the skirt. "Gas porting", re-profiling, or any other modification to the piston, other than expressly permitted herein, is prohibited. Knife-edging the crankshaft throws is not permitted.

7. Compression Ratio

Maximum compression ratio: 9.3 to 1

The following specifications are used in determining compression ratio:

- A. Maximum bore size: 3.200"
- B. Minimum cylinder volume at Top Dead Center: 42.0cc
- C. Maximum valve protrusion from head surface: .040"
- D. Only approved head gaskets may be used (see D.1.c.3)

**b. Block**

1. Bore may be enlarged for clearance between cylinder and piston.
2. Cylinder sleeves may be fitted. The top surface of the block may be milled or surface ground to obtain the maximum compression ratio specified above. Any steel center main bearing cap may be used. The oil pump mounting face on the block may be machined for the purpose of fitting an oil pump.
3. The 1600 Fiesta block is permitted as a replacement part.

**c. Cylinder Head**

1. Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:

Inlet: 1.50"      Exhaust: 1.20"

2. The use of the Pierce aluminum cylinder head is permitted.
3. The following head gaskets are allowed:
  - a. Ford Part # 931M6051AA
  - b. Payen Part # AH-750
  - c. Felpro Part # 8360PT-1

**d. Inlet Manifold**

1. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:

Maximum dimension at head face: 1.340"

2. Carburetor Flange

Maximum dimensions at carburetor flange: see Figure 1.



c. Pocketing of the piston valve reliefs is allowed up to a maximum of .050" to obtain the maximum combustion chamber volume.

**f. Valves**

1. Dimensions

	Iron head	Alloy head
Distance apart at centers	1.540" +/- .020"	1.570 +/- .020"
Max. diameter:		
Inlet:	1.560"	
Exhaust:	1.340"	
Overall length:		
Inlet:	4.367" +/- .020"	
Exhaust:	4.355" +/- .020"	

2. Reshaping of the valves is specifically prohibited.
3. Alternate valve AE p/n V34524 (intake), V34525 (exhaust) are permitted.

**g. Camshaft**

1. Regrinding camshaft lobes is permitted, providing they are ground to meet FORD and SCCA profile.
2. Camshaft Lobe Centers: 109° +/- 2°

Lift at top of pushrod:

Inlet:	0.231" +/- .002" Maximum
Exhaust:	0.232" +/- .002" Maximum

Lift at spring cap: (Valve Lift)

Inlet:	0.356" Maximum
	(Zero tappet setting)
Exhaust:	0.358" Maximum

3. Recontouring of the valve stem contact pad of the rocker arm is permitted, provided the maximum lift at the spring cap is not exceeded
4. Offset camshaft/sprocket dowels are permitted.
5. Camshaft profile and lobe centers shall be checked using the official procedure published by SCCA.
6. A camshaft that is a replica of the original camshaft and of the same material may be used.

**h. Valve Springs**

Valve springs and valve spring shims are unrestricted, except that:

1. Springs and shims shall be made of steel.
2. No more than one spring shall be used per valve.
3. Conically wound springs are not allowed.
4. The standard spring cap and retainers shall be used.

**i. Pushrods**

Minimum stem diameter: 0.25"

Overall length: 7.64" Minimum

Minimum weight: 50 grams

**j. Connecting Rods**

Any ferrous connecting rod may be used provided it meets a minimum weight of 630 grams and has a center to center length of 4.925 +/- 0.020 inches. (Note: Weights include cap, bolts, and small end bush, but not big end bearing shells).

**k. Crankshaft**

An alternate cast steel crankshaft meeting original Ford Kent and SCCA dimensions and weight is permitted.

Weight: 24 lbs. 8 oz. Minimum

Max Stroke (at piston): 3.056" +/- .004"

Crankshaft pulley: unrestricted.

The crankshaft from the Cortina engine may be used.

The crankshaft from the Fiesta engine may be used.

The crankshaft may be shot peened.

**l. Flywheel**

1. Weight with ring gear: 15.5 lbs minimum.
2. The flywheel may be machined to reduce weight to the above minimum weight. Flywheel locating dowels are permitted.
3. Weight may be added to the flywheel, providing it is added ONLY to the existing clutch bolt holes, i.e., single cap screws or set screws. No continuous material shall be used.
4. An alternate flywheel, part # JAE1600 is also allowed at the above weight of 15.5 lbs.

**m. Carburetor**

Weber 32/36 DGV or Holley 5200

Venturi diameter: Primary: 26mm

Secondary: 27mm

It is permitted to:

1. Fit any jets (including accelerator pump discharge nozzle) as long as no modifications to the carburetor body are required.
2. Modify or substitute the external throttle linkage.
3. Fit internal and/or external surge pipes.
4. Remove the air cleaner
5. Fit velocity stacks
6. Remove the choke butterflies and linkage.
7. Use an alternate carburetor gasket provided it is the same thickness as the original gasket and doesn't exceed the manifold opening dimensions
8. Modify the carburetor housing for the installation of throttle shaft bearings provided the modification serves no other purpose.

**m. Fuel Pump**

Unrestricted

**o. Exhaust Manifold**

Unrestricted

**p. Lubrication System**

Oil pump and sump: Unrestricted

Dry sump system is permitted.

**q. Cooling System**

Radiator, fan, and water pump: Unrestricted

Pump/fan/generator drive belt: Unrestricted

**r. Electrical Equipment**

Distributor: Distributors are unrestricted provided the original drive, location, and housing (standard Motorcraft, Bosch, Lucas, or Mallory distributor #4558101) are retained. The distributor is defined as the component that triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. Standard Motorcraft (Autolite), Bosch, or Lucas. The vacuum

advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Generator/ Alternators: not required. All other electrical components are unrestricted.

**s. Miscellaneous**

1. The timing chain/sprocket cover may be altered or replaced.
2. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component:
  - A. Fasteners - nuts, bolts, screws, studs, etc. Intake manifold fasteners may be of either a socket head or hex head configuration, and must be 5/16" diameter.
  - B. Gaskets, except head gasket.
  - C. Washers.
  - D. Seals.
  - E. Connecting rod, crankshaft, and camshaft bearings of the same size and type as original. Normal oversize/undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
  - F. Spark plugs.
  - G. Rocker pedestals that are of the same material and dimensionally identical (i.e., shaft location, offset, etc.) to the original components may be used.
3. Mechanical tachometer drive is permitted.
4. The crankcase breather may be altered or removed.
5. The standard rocker cover may be altered to provide for crankcase ventilation, and the filler cap may be altered or replaced. Valve or rocker covers may be substituted, provided that the replacement cover affords no additional function than that of the original stock cover. (relocated text from 8 below)
6. The crankshaft and main bearing caps may be treated with salt-bath nitriding cover under SAE specification AMS 2755A (tuffriding, etc.)
7. Any oil or lubricants may be used.
8. Water pump, fan, and generator/alternator pulley(s) are unrestricted.
9. Exhaust Outlets

Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60cm (23.60") behind the centerline of the rear axle and shall be positioned between 30cm (11.8") and 60cm (23.6") from the ground, measured to the bottom of the exhaust pipe.

Exhaust Outlets: Cars registered prior to January 1, 1986.

- A. It is recommended that all exhaust outlets be no longer than 60cm (23.60") behind the centerline of the rear axle and positioned between 30cm (11.8") and 60cm (23.6") from the ground.
- B. For cars unable to comply with the above rule (A.), they shall have a support bracket that attaches within six (6) inches of the outlet end, and the support bracket shall extend no more than thirty (30) degrees from vertical to the rear. Beginning January 1, 1986, it is mandatory for all Formula Ford cars.

**D.2 Cortina Engine**

All of D.1 applies to the Cortina engine except as specified in this section. Components shall not be interchanged between the **Kent** and **Cortina** versions of the engine unless specifically authorized.

**a. Compression Ratio**

Maximum compression ratio: 10.0 to 1. The following specifications are used in determining compression ratio:

1.64cc - top ring to top of piston

5.60cc - head gasket.

Minimum unswept volume per cylinder:

44.4cc (original engine with standard pistons)

45.1cc (original engine with .030" o/s pistons)

**b. Block**

The 1600 Pinto block, P/N DIFZ-6010-C, may be used as a replacement for the Cortina block; Standard Pinto tappets, P/N DORY

6500A and DIFZ 6500A may also be used when this block is used as a Cortina replacement.

**c. Cylinder head**

Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:

Inlet: 1.50"      Exhaust: 1.16"

Combustion chamber:

Minimum depth              0.115"

Maximum length:            3.15"

Minimum volume per cylinder: 7.8cc

Reshaping is prohibited.

Ford Pinto cylinder head P/N DORY 6049B is permitted.

**d. Inlet Manifold**

The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:

Maximum Size at head face:

Cyl. 1 & 4:                    1.48" x 1.28"

Cyl. 2 & 3:                    .25"

Maximum size at carburetor flange: 3.060" x 1.389"

Maximum width: 3.80"

Primary choke end radius: .709"

Secondary choke end radius: .787"

**e. Pistons**

Standard, 0.015 inch oversize or 0.030 inch oversize pistons may be used.

Piston Maximum diameter:

Standard:                    3.189"

0.015" o/s:                   3.204"

0.030" o/s:                   3.219"

Depth of bowl:              0.500" ±.005"

Minimum volume of bowl:    31.5cc

Maximum diameter of bowl:   2.28"

Centerline of wrist

pin to crown:                1.737" +/- .002"

Overall height:               3.30"

Minimum weight

w/rings & pin:               525 grams

Weight of pin:                115 +/- 2 grams

**f. Valves**

Distance apart at centers:    1.540" +/- .020"

Max. diameter:

Inlet:                            1.502"

Exhaust:                        1.252"

Overall length:

Inlet:                            4.280" +/- .006"

Exhaust: 4.260" +/- .006"

#### g. Crankshaft

Weight: 23 lbs. 8 oz. minimum

The crankshaft from the Kent engine may be used.

#### h. Carburetor

Weber 32 DFM or DFD or Holley 5200

Venturi Diameter: Primary: 26mm  
Secondary: 27mm

### Grand Touring

#### GT2

1. Engines – Pontiac, p. 290, correct the 2471cc engine by changing the specs to read as follows: Bore x Stroke(mm): 101.6 x 76.2.
2. Engines – Porsche, p. 292, add a spec line for the 3.8L engine as follows: Engine Type: DOHC, Bore x Stroke(mm): Unspecified, Displ.(cc): 3800, Head Type: Alum, Crossflow, Valves/Cyl.: 2, Fuel Induction: Unrestricted automotive type, Weight(lbs): 2380.

Note this was inadvertently dropped during the reorganization of the GT2 spec lines.

### Production

#### EP

1. Acura Integra (86-89), p. 416-417, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
2. Acura Integra (90-93), p. 416-417, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
3. BMW Z3 1.9L, p. 418-419, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
4. Honda Prelude Si, p. 420-421, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
5. Lotus / Caterham 7 America, p. 422-423, correct the Notes to read as follows: Level 2 suspension preparation. Engine is limited to IT preparation *except modifications permitted in section 9.1.5.E.2.e and f*. Comp. ratio limited to 10.0: 1, Valve lift limited to .380". ~~Stock intake manifold may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Any camshaft may be used. Valve lift measured at valve with zero lash or clearance. Stock cam gears may be replaced.~~
6. Mazda MX-5 / Miata 1.8L (90-97), p. 422-423, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
7. Mazda MX-5 / Miata (94-97), p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
8. Mazda MX-5 / Miata (99-02), p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
9. Classify the Morgan Super Sport in EP.  
Add new spec line to PCS-B, p. 424-425, Morgan Super Sport, Prep. Level: 1, Weight(lbs): 1820, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 86.1 x 91.1, Displ.(cc): 2138, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.6 (E)33.0, Carb. No. & Type: (2) Weber 42 DCOE w/ 34mm choke(s), Wheelbase(in): 96.0, Track (F/R)(in): 52.0/52.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)11.0 Disc (R)9.0 Drum.  
Note: This car was included in the 2007 Prod car drop list.
10. Nissan/Datsun 240-Z, p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
11. Nissan/Datsun 260-Z, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
12. Nissan 200-SX SE-R, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
13. Nissan 240-SX/S13, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
14. Nissan NX-2000, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
15. Nissan Sentra SE-R (90-94), p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
16. Classify the Triumph TR2, 3, 3A, 3B, 4, 4A in EP.  
Add new spec lines to PCS-B, p. 428-429, Triumph TR2, 3, 3A, 3B, 4, 4A, Prep. Level: 1, Weight(lbs): 1820, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 83.1 x 92.0, 86.1 x 92.0, Displ.(cc): 1991, 2138, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.6 (E)33.0, Carb. No & Type: (2) 1.75" SU or Stromberg, (2) 2" SU, Wheelbase(mm): 2235, Track (F&R)(in): 53.0 / 52.5, 54.6 / 53.6, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)279 Disc (R)229 Drum, Brakes Alt.(mm): (F) Calipers and discs from TR-6 (std. or alt.) (R) 254 Drum, Drum may be 9" or 10" and of alfin or steel, Notes: Front apron assembly may be made of alternate material. Laycock overdrive, may use 5 speed gearbox without overdrive.  
Note: This car was included in the 2007 Prod car drop list.
17. Volkswagen Golf GTI (87-89), p. 430-431, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

#### FP

1. Honda Civic Del Sol, p. 436-437, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
2. Honda Prelude (84-87), p. 438-439, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
3. Mazda GLC / 323 (86-88), p. 438-439, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
4. Volkswagen Golf 1.8 (85-92), p. 442-443, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.
5. Classify the Volkswagen Golf III (93-98) in FP with Level 2 prep.  
Add new spec line to PCS-B, p. 442-443, Volkswagen Golf III (93-98), Prep Level: 2, Weight(lbs): 1995, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 82.5 x 92.8, Displ.(cc): 1984, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)39.5 (E)32.9, Carb. No. & Type: Fuel Injection, Wheelbase(in): 97.3, Track (F&R)(in): 62.4 / 61.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes



Std.(mm): (F)257 Disc (R)227 Disc, Notes: Comp. Ratio limited to 10.5, Valve lift limited to .450".

6. Volkswagen Jetta 1.8 (85-92), p. 442-443, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

7. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 444-445, add to the specs as follows: Valves IN &EX(mm): (I)40.0 (E)33.0. Change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 34mm choke(s), or (2) auto type side draft w/ 34mm choke(s) or I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.

8. Volkswagen Scirocco 1588, p. 444-445, add to the specs as follows: Valves IN &EX(mm): (I)40.0 (E)33.0. Change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 34mm choke(s), or (2) auto type side draft w/ 34mm choke(s) or I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.

#### GP

1. Volkswagen Jetta 1780 (85-91), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

2. Volkswagen Golf (GTI, GT, GL), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

#### HP

1. Volkswagen Golf (GTI, GT, GL), p. 460-461, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

2. Volkswagen Jetta 1780 (85-91), p. 460-461, Volkswagen Golf (GTI, GT, GL), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

#### Showroom Stock

##### SSB

1. Mazda MX-5 (2006), p. 492, delete the spec line in its entirety.

2. Mazda MX-5 (07-08), p. 492, add the 06 model year.

##### SSC

1. Classify the Honda Civic Coupe in SSC.

Add new spec line to SSCS, p. 495, Honda Civic Coupe (96-00), Bore x Stroke(mm) / Displ.(cc): 75.0 x 90.0 / 1590, Wheelbase(mm): 2621, Track F&R(mm): 1476 / 1476, Wheel Size(in) / Mat'l: 14 x 4.5 Steel, Tire Size(stock): 185/65, Gear Ratios: 3.25, 1.90, 1.25, 0.91, 0.70, Final Drive: 4.25, Brakes(mm): (F)262 Vented Disc (R)201 Drum, Weight(lbs): 2500, Notes: Honda Motorsports performance package (#17D50-S02-C1) permitted. Performance kit includes: Shocks (F): Koni #8042-1001, Shocks (R): Koni #8042-1002, Springs (F): Eibach Kit #9328.140, 350# rate, Springs (R): Eibach Kit #9328.140, 500# rate, Swaybar (R): Neuspeed #H43.22.72, 22mm, Camber: +/- 2° from service manual specs, Wheels: Enkei #ENK13214649SM, 14 x 6".

NOTE: This car was inadvertently omitted from the 07 & 08 GCR.

2. Toyota Corolla XRS (2005), p. 497, add to the specs as follows: Notes: Canton Accusump #24-026, install sandwich #24-700, valve #24-260, and related hoses and bracket allowed.

#### Sports Racing

##### S2000

1. Section 9.1.9.B.5.f, p. 527, change the section to read as follows: Pistons shall be standard Ford Mahle, AE Hepolite, CP, or J&E. Pistons must be unmodified in any way except for balancing and as detailed herein.

2. Section 9.1.9.B.5.f, p. 528, change section 4. and add a new section 5. to read as follows:

4. CP piston P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams. Part number and Ivey logo stamped on wrist pin bosses.

5. JE piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240grams.

NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.

#### Touring

##### T2

1. Dodge SRT-4 (03-05), p. 580, change the specs to read as follows: Wheel Size(in): 17 x 8.5 (F&R), Tire Size: 205/50 or 225/50.

##### ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 586, add to the specs as follows: Notes: Alternate GM dry sump tank #12611803 allowed.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

Beran Peter vs. SOM, COA Ref. No. 07-29-SE

December 13, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the ARRC Group 3 race for ITB cars at Road Atlanta on September 10, 2007, Trevor Degioanni, driver of ITB car #60, protested Beran Peter, driver of ITB car #0, for several violations of GCR 2.1.4 (reckless or dangerous driving). The Stewards of the Meet (SOM) Sara Snider, Bob Forsten and Robert Horansky, Chairman, met, reviewed evidence, heard evidence, and rendered a ruling. The SOM determined Mr. Peter violated GCR 6.8.1.b and penalized him with the loss of one finishing position in class. Mr. Peter is appealing the decision of the SOM.

### DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Tom Hoffman and Michael West, Chairman, met on December 6 and December 13, 2007, to hear the appeal, review the evidence, and render a decision. Bob Horansky, COA member, was an official at this event and recused himself from this action.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents from Beran Peter received December 10, 2007.
2. Official Observer's Report and related documents.
3. Verbal testimony from Bob Horansky, December 6, 2007.
4. Email from Ken Irwin, Operating Steward, received December 13, 2007.
5. Email from Trevor Degioanni, ITB Car # 60, received December 13, 2007.

### FINDINGS

In his appeal, Mr. Peter notes that he protested Mr. Degioanni's conduct citing violation of GCR 6.8.1.b & d (racing room and passing) for an incident at the start/finish line and 2.1.7 (unsportsmanlike conduct) for a later incident on pit road. Mr. Peter also asserted Mr. Degioanni's protest was filed in retaliation for Mr. Peter's protest and thus vexatious. He further stated the SOM did not advise him that his conduct during the race was under review as a result of Mr. Degioanni's protest.

The Court of Appeals reviewed all documentation and determined Mr. Degioanni's protest was filed first, that is, before Mr. Peter filed his protest. Therefore, Mr. Peter's assertion that Mr. Degioanni's action was retaliatory and vexatious is not accurate.

The Court of Appeals received testimony from Bob Horansky, First Court Chairman, that Mr. Peter was indeed advised that his actions during the race were under review as a result of Mr. Degioanni's protest. Mr. Horansky also noted the Operating Steward (Ken Irwin) considered filing a Request for Action for the start/finish line incident, but deferred to the protests.

To support his appeal Mr. Peter submitted a witness statement from his crew chief and an email from another competitor. The crew chief's witness statement offered no new evidence and simply restated the information provided to the SOM by the protestor, appellant, and other witnesses, and offered his opinions. The email from the other competitor did not address or discuss the incidents at all.

Mr. Peter stated that other individuals witnessed the start/finish line incident and might be able to add more information. However, he did not provide any statements from those unnamed individuals.

Appellants are reminded that it is their responsibility to obtain and submit all evidence that they wish the COA to consider in support of their appeal. The evidence must be submitted to the COA within the 10-day appeals period. The COA annually publishes its operating guidelines and requirements in Fastrack. The 2007 guidelines are in the February edition.

The penalty assessed by the SOM was well within the authority granted by the GCR. Mr. Peter did not supply any new relevant evidence or testimony that would support overturning the First Court's decision.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Peter's appeal is not well-founded and his appeal fee will be retained by the SCCA.

# SOLO EVENTS BOARD MINUTES

SEB MINUTES | January 2008

The Solo Events Board met by conference call and electronic follow-up in November and December. Participating were board members Jason Isley, Andy Hollis, Marcus Merideth, Steve Wynveen, Ron Bauer, Donnie Barnes, and Tina Reeves. Also participating were incoming SEB members Dave Whitworth, Erik Strelnieks, and Rick Myers, as well as Nancy Downing and Doug Gill of the National Staff and Lisa Noble of the BOD. These minutes are presented in topical order rather than in the order of discussion.

**Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2009.**

## GENERAL

- Competitors are reminded that a protest against an incident or action which they feel is in violation of the Solo Rules or the Supplemental Regulations, must be filed against an event organizer, official or competitor who caused that incident or accident to take place. It is not appropriate to protest a competitor who has complied with the direction of an official.
- The SEB thanks Chris Franson, Peter Hetman, Robbie Robinson, and Mark Dempsey for their service to the Club as Divisional Solo Events Stewards.
- Tina Reeves has been selected as the SEB Chairperson for 2008.
- The SEB selected recipients for the 2007 Driver of the Year, Rookie of the Year, and Divisional Event of the Year awards. These are to be presented at the National Convention in February.
- With due consideration given to the extraordinary circumstances surrounding the Solo National Championship event of 2001, the SEB has approved the reinstatement of Phil Alspach to 100 Percenter Status.

## STREET TOURING CATEGORY

- The following new members have been appointed to the STAC: Chris Shenefield, Andy Hollis, Karl Coleman.
- The SEB thanks the following departing STAC members for their service to the Club: Mark Sipe, Jeff Brown, Phil Osborne, and Brian Fitzpatrick.

## STREET PREPARED CATEGORY

- The SPAC has provided an updated version of their proposal for a new subsection 15.10.I, regarding radiators, as follows:  
"15.10.I Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:  
1) Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.  
2) Radiator must mount to OE radiator mounts.  
3) Fluid capacity /\_and dry weight\_/ of radiator must be no less than that of the standard part.  
Alternate radiators may serve no other purpose (e.g. to allow a cold air intake passage)."

## MODIFIED CATEGORY

- The SEB approved the addition of Jim Garry, Gary Milligan, and Shelton Lemoine to the MAC.

## TECH BULLETINS

- Modified, per the MAC: Section 18.1.E.3 Front Aero, as it applies to the case of the Lotus Seven and similar cars with irregular front top view profiles for front spoiler/splitter construction - As an example, the Lotus Seven has a narrow central nosecone and separated front fenders. If a front spoiler wider than the nosecone were added, it would hang in free air. Air would flow both above and below the spoiler, meeting the definition of a wing, which would be an illegal configuration. However, the rules allow the front spoiler to be as wide as the rear bodywork of the car at axle height. A front spoiler/splitter only as wide as the nosecone would be of limited aerodynamic value. Furthermore, front aero is needed to balance rear aero; limiting one effectively limits the other. So, in the interest of parity, the Seven and similar cars are allowed to add a full width front spoiler. However, if you would add such a spoiler, you must fill in the front bodywork, closing the gaps between the nosecone, spoiler, and clamshell fenders, to avoid creating a "wing". This will require adding bodywork filler panels for the car, and will change its look as it changes its function. The temptation might be to further optimize the cars front end for aero purposes, creating a sports racer-like wedge-shaped front using angled ramps to join the fenders to the spoiler/splitter assembly. This would exceed the parity intended by this allowance and is not allowed. Therefore, when a Lotus Seven or similar vehicle uses a full-width front spoiler, the car's spoiler/ air dam is required to be vertical (between 80-100 degrees) for the lower 8" of its extent. The splitter is to be horizontal within +/- 3/16" over its length. Outside of these constraints, the builder may close off the front of the car in any manner necessary. The change in top view outline caused by these bodywork changes is allowed. The spoiler/air dam cannot be any wider than the rear bodywork at axle height. Splitters can extend 6 inches forward of the top view outline, but cannot extend wider than the top view outline.
- Modified, per the MAC: Section 18.1.E.3.d Front splitter 1/8" edge radii - The 1/8" edge radius was specified for safety reasons, to avoid sharp edges. A rounded, 1/4" thick splitter edge would accomplish that intent. 1/4" thick rounded edge moulding could be used if a front splitter is constructed of material thinner than 1/4".
- Modified, per the MAC: Section 18.1.E.3.d Front splitter 1/8" edge radii - The 1/8" edge radius was specified for safety reasons, to avoid sharp edges. A rounded, 1/4" thick splitter edge would accomplish that intent. 1/4" thick rounded edge moulding could be used if a front splitter is constructed of material thinner than 1/4".

- Modified, per the MAC: Section 18.1.E.5 Closed undersides or belly pans - Any added belly pan is to be flat in length and width, with a total deviation measurement of 1" from the highest to the lowest point along its length and width. The 1" tolerance specification is to allow for a slight variance due to construction imperfections. No additional underside aero features are allowed. Specifically: a front diffuser, shallow tunnel(s), steps, or other underside air management features are counter to the letter/intent of the rule and are illegal. This is in the interest of reducing cost and complexity. Chassis rake is unrestricted and does not contribute to or detract from belly pan flatness. The 1" rule is with respect to the underside of the car, not the ground, and may be measured by applying a long straightedge to the underside of the car and ensuring that no gaps over 1" are found. The 3/8" (1cm) body side or side skirt downwards extension allowance is included in, not added to, the 1" total deviation.
- Modified, per the MAC: Section 18.1.E.7 spoiler end plates - The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measure is independent of its angle of attack. A roof spoiler up to the maximum of 4" is allowed an area of up to 16 square inches for each endplate; a trunk spoiler up to the maximum of 10" is allowed up to 100 square inches for each endplate. Side plates do not have to be square or rectangular; the side profile shape is open. If end plates are to be used with the front spoiler/air dam/splitter assembly, a maximum area of 36 square inches per end plate is allowed.
- Modified, per the MAC: Bumpers - Stock bumpers may be retained, removed, or made of alternate materials. The bumper, if retained, will contribute its contour to the top view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.

## QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

### CLUB RACING

**Accredited Driver Licensing Schools:** <http://www.scca.com/contentpage.aspx?content=39>

**Forms:** <http://www.scca.com/contentpage.aspx?content=45>

**Technical Forms:** <http://www.scca.com/contentpage.aspx?content=74>

**Scrutineer's Forms:** <http://www.scca.com/contentpage.aspx?content=77>

**Vehicle Homologation Forms:** <http://www.scca.com/contentpage.aspx?content=79>

**General Competition Rules (GCR):** <http://www.scca.com/contentpage.aspx?content=44>

### SOLO

**Forms:** <http://www.scca.com/contentpage.aspx?content=60>

**Rulebook:** <http://www.scca.com/contentpage.aspx?content=61>

### RALLY

**Forms:** <http://www.scca.com/contentpage.aspx?content=49>

**Rulebook:** <http://www.scca.com/contentpage.aspx?content=50>

### SCCA NATIONAL CONVENTION

**Event page:** <http://www.scca.com/event.aspx?hub=6&event=11083>

**Registration :** <http://www.scca.com/eventitems.aspx?item=276&event=11083&hub=6>

**EVENT CALENDAR:** <http://www.scca.com/events.aspx?hub=10>