

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | April 3, 2018

The Club Racing Board met by teleconference on April 3, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Technical Manager. The following decisions were made:

#### **Member Advisory**

##### **FC**

1. #24172 (Formula/Sports Racing Committee) Width Rule Clarification

Thank you for your letter. In FF/FC, overall width is measured on the wheel, on a horizontal plane at the axle centerline.

##### **GCR**

1. #24371 (SCCA Staff) Driver Restraint System Recall MA 18-03

Please see the above mentioned Member Advisory located at: <https://www.scca.com/pages/cars-and-rules>

2. #24372 (Club Racing Board ) Fuel Cell Information

To eliminate redundant language, some sections in the AS, ST and Prod sections of the GCR, referring to fuel cells, have been eliminated. Language has been added to the front of the book in section 9.3.26 FUEL CELL SPECIFICATIONS, to apply to all classes.

Please see letter #24353, Technical Bulletin, for clarifications.

##### **STU**

1. #23921 (Faruk Kugay) Request for WORKS Turbo Kit Homologation

Thank you for your letter. The CRB is considering allowing turbochargers for any non-turbo 2.5 liter or smaller engine in STU for 2019.

#### **No Action Required**

##### **GCR**

1. #24003 (Terry Hanushek) Clarify SFI Seatbelt Expiration

Thank you for your letter. This is not a rule change. SFI has changed their label to an expiration date. Per GCR in 9.3.18.E.1, these belts expire on December 31st of the expiration year. This change is to avoid mid-year belt expirations and is consistent with the previous SCCA GCR rules pertaining to SFI belts when SFI labeled date of manufacture. Note that GCR Section 9.3.18.E.3. allows belts that have both SFI & FIA labels to be used up to the GCR set FIA expiration date.

##### **T3**

1. #24159 (JASON RIKKE) Request to Add Models to SPEC E-46

Thank you for your request. As long as your car conforms to the Spec E46 rules your car is

legal for SCCA competition.

### **Not Recommended**

#### **F5**

1. #24142 (Brad Smith) Request for Letter #23870

Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback, but does not recommend the change you requested.

#### **FC**

1. #24117 (Cade Wilson) Request Allowance of Carbon Fiber/Composite Wings in FC

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

#### **P1**

1. #24180 (Jeff Shafer) Disagree With Engine Table Minimum Weights

Thank you for your letter. These changes were made using the available data and the SCCA Power Factor calculation to bring them in line with other engine platforms in the class. The CRB will continue to monitor the class performance.

2. #24283 (Kevin Kloepfer) Request Weight Adjustment

Thank you for your letter. Please see the response to letter #24180.

#### **GT3**

1. #23899 (Richard Smith) Request Weight Change

Thank you for your request. The CRB needs to see more activity with the current specifications in order to be able to adequately monitor.

2. #23900 (Richard Smith) Request Removal of Restrictor

Thank you for your request. The car is competitive as classed.

#### **SM**

1. #23551 (Jim Drago) Allow the Same Intake and Exhaust Valves 1994-2005

Thank you for your request. The valve profile and stem lengths are different and thus there are performance differences, so the CRB does not recommend this change.

#### **STL**

1. #24081 (TO Johnson) Petition To Remove Restrictor: Mazda Renesis Spec Line

Thank you for your request. The CRB would like the opportunity to collect on track data on the Renesis in STL. Without on track data, no further adjustments can be made.

#### **T1**

1. #22167 (Fabio Magnani) Classification Request for Lotus Elise Cup PB-R

The CRB has requested information from the author on numerous occasions with no response. Therefore, the requested changes are not recommended.

2. #22909 (Joe Aquilante) Add 2017 and 2018 Grand Sport Corvette To Limited Prep C7

Thank you for your request. This will be considered for 2019.

3. #23125 (David Woodle) New Brake Kit for LP Corvette T1/T2

Thank you for your request. The CRB does not recommend this change at this time.

#### **T2-T4**

1. #24109 (Darren Seltzer) Request New Fuel Requirements

Thank you for your request. A change is not recommended at this time. Street fuel is a legal option.

2. #24110 (Darren Seltzer) Request New Tire Requirements

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

#### **T4**

1. #24091 (Darren Seltzer) Observation Feedback for Considerations

Thank you for your letter. The CRB will continue to monitor Touring 4.

#### **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).

#### **T2-T4**

1. #24106 (Touring Committee) OE Piston

Make the changes below to 9.1.9.2.D.e Block

1. **Any** ~~o~~Overbore up to .020" permitted T2-T4, ~~.010" maximum overbore~~ with +230 lb. penalty. Oversize OEM **equivalent** pistons are required. This allowance does not apply to any car adhering to spec rules.

#### **T3**

1. #23941 (Scotty B White) Request ECO-Boost Brakes

Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ **EcoBoost Performance Package** allowed **in part or complete**. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. **Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs)**.

## **Taken Care Of**

### **F5**

1. #24141 (Brad Smith) Support for letter #23881

Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #23881, April 2018 Fastrack Minutes.

2. #24143 (Nick Sullivan) F5 Spoiler Allowance

Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

3. #24144 (Nick Sullivan) Aluminum Axle in F5

Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

4. #24145 (Jason Martin) Allowing Aluminum Axles to F5

Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

### **FF**

1. #24191 (John Haydon) Sequential Shift Gearboxes in FF/FC

Thank you for your letter. Please see the response to letter #22958, March 2018 Fastrack Minutes.

### **FV**

1. #24164 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to Letter #22456, March 2018 Fastrack Board of Directors Minutes, with the language the Board of Directors approved for GCR Section 9.1.1.C.4.D during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

### **GCR**

1. #24165 (Charles Smith) Request to Clarify Driver Restraints (SFI)

Thank you for your letter. Please see the response to letter #24003.

2. #24235 (Kyle Disque) Disagree With New Tow Hook Rule

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

3. #24237 (Robert Lentz) Disagree With Towing Eye Change

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

4. #24243 (Tim Linerud) Disagree With Letter # 23751

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

5. #24246 (Peter Zekert) AGAINST Request #23751 (Tom Lamb) TOWING EYES

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

6. #24250 (James Goughary) Disagree and Input Regarding Tom Lamb Tow Eye Request  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
7. #24253 (Tom Fowler) Disagree With Tow Hook Rule Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
8. #24257 (Kevin Allen) Opposes New Tow Hook Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
9. #24258 (Scott Mackela) Opposes Proposed Change to 9.3.47. TOWING EYES  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
10. #24259 (Joe Camilleri) Opposes Change 9.3.47: 9.3.47. TOWING EYES  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
11. #24261 (Tim Myers) Disagree With Tow Eye/Hook Rule Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
12. #24270 (Jose De Miguel) Against Proposed Tow Hook Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
13. #24274 (David Strittmatter) Towing Eyes Change - Against or Modify - #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
14. #24277 (Roger Welling) Opposes Towing Eyes  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
15. #24279 (Bill Keeney) Opposes Towing Eyes 2018 April Fastrack #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
16. #24284 (Sam Moore) Opposed to GCR 9.3.47 Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
17. #24342 (James Leithauser) Opposes Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
18. #24347 (Al Seim) Tow Straps Not Hazardous  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
19. #24367 (Roger MCManus) Opposes the Change to Tow Eyes 9.3.47  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
20. #24370 (Les Chaney) Opposes Tow Hook Letter #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

## **GTL**

1. #24211 (Graham Fuller) Request Rule Clarification and Weight Request for GTL  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
2. #24240 (Kyle Disque) GTL Unrestricted Weight  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
3. #24247 (Bill Ball) Disagree With Recommended Changes to 9.3.47 Towing Eyes  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
4. #24255 (Bill Ball) Request Unrestricted Weight  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
5. #24256 (Bob Clark) Oppose Unrestricted Multi Valve Engines  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
6. #24278 (Bill Keeney) Opposes 2018 April Fastrack #23845  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
7. #24285 (Isaac Preston) Opposed to the Honda EW Unrestricted  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
8. #24297 (David Stephens) Request Unrestricted Weight for Nissan 510 With L16 Engine  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
9. #24319 (Joe Harlan) Opposes Honda EW Classification  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
10. #24320 (Joe Harlan) Opposes Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
11. #24328 (Peter Zekert) Opposed to #23845 Allowing Honda EW 1342cc to Run Unrestricted  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

## **STU**

1. #23041 (Andrew Rains) Pirelli World Challenge Honda Accord Touring Car  
Thank you for your letter. Please see the response to letter #24131, Technical Bulletin.

## **T1**

1. #22911 (Joe Aquilante) Add 2016- Camaro SS 1LE To T1 Limited Prep  
Thank you for your request. Please see the response to letter #21464, Technical Bulletin.
2. #23852 (Joe Aquilante) Request Immediate Action for Letters 22909, 22910, 22911  
Thank you for your request.

The 2017-18 Grandsport will be considered for 2019. Please see the response to letter

#22909.

The 2016 T1 LP Camaro has been classed. Please see the response to letter #21464, Technical Bulletin.

The 2015- T1 LP Mustang has been classed. Please see the response to letter #22910, Technical Bulletin.

### **What Do You Think**

#### **P2**

##### 1. #23919 (Jeff Shafer) P2 Assisted Shifting

The current generation of sophisticated ignition interrupters/flat shifters and blippers is not in keeping with the intended P2 class philosophy. The CRB intends to recommend changes to GCR Section 9.1.8.D.J.4 to control costs and maintain or increase the lap time gap between the P1 and P2 classes. P2 competitors are encouraged to provide feedback on the following possible alternatives through [crbscca.com](http://crbscca.com):

No assisted shifting devices allowed except as permitted in Table 1 (Spec Line Cars)

No ignition cut for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, electrically activated vacuum blip for downshifts (example: Flatshifter Expert)

### **RESUMES**

##### 1. #23262 (Matt Jensen) ASAC Resume

Thank you for submitting your resume. Matt Jensen is now a member of the ASAC.

##### 2. #23482 (Mark Wheaton) ASAC

Thank you for submitting your resume. Mark Wheaton is now a member of the ASAC.

## TECH BULLETIN

DATE: April 20, 2018

NUMBER: TB 18-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2018 unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #24309 (B-Spec Committee) Revised Part Number for Mazda2 Header

In B-Spec, Mazda 2, update the header part number as follows:

“Exhaust Header Kit (cat delete) ~~HP-M2/15 HB.EM 60-404-S-SS~~ or ~~HP-MZD001~~ is allowed.”

### Formula/Sports Racing

#### FB

1. #24254 (Formula/Sports Racing Committee) Revise FB provision on engines newer than 2014 model year

In FB, GCR Section 9.1.1.G.4.K., make the following change:

“Competitors wishing to use engines newer than 2014 model year ~~must~~ *may be required* to supply dynamometer data to the CRB to be approved for use.”

2. #24351 (Formula/Sports Racing Committee) Remove reference to FB restrictor table

In GCR Section 9.1.1.G.4.E, remove reference to FB Restrictor Table as follows:

“No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.; ~~except as noted in FB Restrictor Table.~~”

#### FC

1. #24155 (Todd Stark) Request new piston part number

In GCR section 9.1.1.15.f.6, add the wording as follows:

“Wiseco piston P/N WD-06526 *as supplied by Quicksilver* with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: 555 grams.”

In GCR section 9.1.1.15.h, add the wording as follows:

“Alternative Crower connecting rod part number *SP93235B-4* is permitted. It’s length must be *5.700* inches (+ *or* .005 -.010”). This rod may be used only with Wiseco piston part number *WD-06526 as supplied by Quicksilver* above.”

#### P2

1. #24322 (Formula/Sports Racing Committee) CN restrictor

The date for implementing a restrictor on the P2 CN car’s stock Honda K20 engine is being changed to 1/1/2019. Competitors who wish to submit dyno data for this engine package

must include data for the stock 64mm single throttle body without a restrictor, with a 60mm restrictor, and with a 55mm restrictor. The 55mm restrictor size is based on available data and is believed to correctly position this engine package in the P2 performance envelope based on the SCCA Power Factor calculations.

In P2 Table 1 (Spec Line Cars), change the FIA Group CN non-composite chassis spec line as follows:

Restrictor: "Stock 64mm single throttle body with 55mm flat plate restrictor (*restrictor implementation effective 1/1/2019*).

In P2 Engine Table, Line E, change the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A may use stock 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (*restrictor implementation effective 1/1/2019*)."

### **GCR**

1. #23978 (SCCA Staff) Update Appendix D: 9.1.12.B Reference

In GCR Appendix D:9.1.12.B, add the wording as follows:

"The RD or CS approves the classification of cars *for non-Runoffs eligible classes*; and will not approve if the proposed classification poses a safety hazard or an impediment to fair competition."

2. #24005 (Christopher Adams) Request to Correct the 6.7.2 Reference in 6.8 Restarting a Race

In GCR section 6.8.A, delete the reference as follows:

Under full course yellow flags, restart in the original starting order. (~~See 6.7.2.~~)

3. #24013 (SCCA Staff) Remove Appendix A 2. FISA reference

In GCR Appendix A.2, remove the following reference to FISA:

~~2.Federation Internationale du Sport Automobile (FISA) The International Sporting Commission which is appointed by the FIA to deal with competition matters:~~

4. #24014 (SCCA Staff) Update 5.10 Timing and Scoring

In GCR section 5.10, Timing and Scoring, make the following changes:

#### **5.10.1**

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Race Director or the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and lap charts *results* for all competing cars.
- D. *Results Publishing & Distribution*

**1. At-Event:** Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, particularly if there are pending protests or actions. (See

also 5.10.4.) ~~Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeeper(s), and the SCCA. Uploading each session to MyLaps~~ **MYLAPS** is strongly encouraged.

**2. Post-Event:** Complete *For all regional and U.S. Major Tour races, T&S Chiefs will email the final backup Orbits file and Official Results to [roadracing@scca.com](mailto:roadracing@scca.com).* Official Results for a U.S. Majors Tour race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend. *Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeepers and the SCCA.*

E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.

F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.

G. *Use of the Official SCCA Live timing application* is required for all ~~U.S. Majors~~ **Super** Tour events. *All other U.S. Majors Tour and Regional events are required to use a live timing application.* ~~Set-up a~~ Assistance is available through the ~~U.S. Majors Series Administrator~~ **SCCA Road Racing department.** *Additional applications may also be used each weekend.*

### 5.10.2. Approved Systems

Transponder/transmitter systems used in SCCA Road Racing shall be manufactured by **MYLAPS (formerly AMB)** or be compatible with **MYLAPS AMB** systems. ~~Those other transponder/transmitter systems which are currently in use may continue to be used, but shall not be the primary systems for any US Majors Tour race.~~

### 5.10.3. Timing and Scoring Systems

A. The use of *a single MYLAPS system is permitted* ~~two Timing and Scoring systems is required for all SCCA U.S. Majors Tour races events. and is recommended for Regional races and Drivers' Schools. A backup system consisting of a minimum of continuity tapes is required. Additional backups consisting of lap charts, and/or photocell-based timing system is desirable and recommended.~~

B. Any Timing and Scoring system used for a U.S. Majors Tour or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, independently prepared lap charts, provisional results, and final **official** results. For Drivers' Schools, the ~~T&S system should enable~~ the T&S staff **should be able** to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.

C. ~~Should there be insufficient staff to run two separate systems as described, the Chief of T&S should notify the Race Director or Chief Steward. The Race Director or~~

Chief Steward may decide to waive the two-system requirement, allowing the *The* Chief of T&S to *should* use the staff in the most productive manner possible. *The* primary function during qualifying is to establish grid positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

#### 5.10.4. Results

##### A. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be ~~posted~~ and titled as Provisional Results *and posted as soon as possible*. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and ~~an~~ public address announcement will be made. **When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).**

##### B. Official Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered ~~final~~ *official* if Tech has cleared impound and the Race Director or Chief Steward and/or SOM have no pending actions. *The Race Director, Chief Steward or Chairman SOM will inform the Chief of T&S of any penalties before the group is declared official.* ~~The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.~~
2. *The Provisional results with amendments applied, should be titled as Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.* ~~Official Results will be produced and distributed for a group with pending actions when the Race Director or Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.~~
3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A starter is defined in Section 6.10.2. A DNS is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race. See

6.10.2.

4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information.

5. Optional information on the ~~Final~~ **Official** Results ~~might~~ **may** include: the overall time and average speed for each class winner, pit stop information, and accident reports. This information may be available on a separate document, such as an Entry List.

6. When a car is given a lap, time, or finishing position penalty, the reason should be shown on the ~~Final~~ **Official** Results, including the GCR reference.

7. When a car is disqualified, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification should be shown on the Official Results, including the GCR reference.

8. A driver not competing for event/series awards will be listed on the ~~final~~ **official** results in the correct finishing position with a notation citing 3.6.4. No points will be assigned, if any would have been earned. An earned lap record remains intact.

5. #24074 (SCCA Staff) Appendix C 2.8.C

In GCR Appendix C.2.8.C., add language as follows:

***"The examination date cannot be more than 6 months before the Competition License or Permit application date."***

6. #24122 (John Nesbitt) Review 5.12.3.A.9 Modify Split Start

In GCR section 5.12.3.A.9, relocate language to 5.12.3.C.12:

~~9. Modify the Split Start procedures.~~

***12. Modify the Split Start procedures.***

7. #24353 (Jim Wheeler) Request Added Wording for Fuel Cells/stock Tank

In GCR section 9.3.26, Fuel Cell Specifications, add the wording as follows:

***"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR."***

In GCR section 9.1.6.D.9 (American Sedan), removed sections b1 and b2.

In GCR section 9.1.5.E.11.a (Production), remove the section.

In GCR section 9.1.4.I.1 (Super Touring), remove the section.

## Grand Touring

### GT2

1. #24088 (Mike McGinley) Request to Reduce Weight on 7011 OEM LS7 Corvette Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows:

~~3400~~ **3325**

See RM 18-04

### GTL

1. #24221 (Roy Lopshire) Opposes EW 1342cc Honda motor restrictors In GTL, Honda EW 1342 engines, delete unrestricted verbiage to the notes as follows:

~~Unrestricted @ 2120 pounds~~

## Improved Touring

None.

## Production

1. #23937 (Randall Smart) Request to classify the 2016 and later MX-5 in EP

In EP, Global Cup MX-5 (2016-2018), classify as follows:

EP				Bore x Stroke mm.(in.)	Displ. cc./(ci)		Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
<i>Mazda MX-5 (16-18)</i>	<i>2</i>		<i>4 Cyl. DOHC</i>	<i>(3.29x3.59)</i>		<i>iron</i>	<i>Alum</i>		<i>Fuel injection</i>	<i>(90.9)</i>	<i>(58.9/59.2)</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Mazda MX-5 (16-18)</i>	<i>17 x 7.5</i>	<i>6</i>	<i>(F) 11.0 vented (R) 11.0 solid</i>		<i>Car preparation is limited to what is permitted by the MX-5 Global Cup rules and the car must meet all MX-5 Global Cup rules</i>

2. #24323 (Kip VanSteenburg) Request Twin plug ignition systems

In GCR Sections 9.1.5.E.1.k. and 9.1.5.E.2.k., add a new section 5 as follows and renumber the section appropriately:

***"5. The number of spark plugs must remain stock."***

3. #24118 (Rick Benazic) Request to classify 1984-1987 corolla to HP

In HP, Toyota Corolla (1984-1987), classify as follows:

HP		Weight (lbs.)		Bore x Stroke mm.(in.)	Displ. cc./ (ci)		Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
<i>Toyota Corolla (1984-1987)</i>	<i>2</i>	<i>2300 * 2358 ** 2415</i>	<i>4 Cyl. DOHC</i>	<i>(3.19x3.03)</i>	<i>(96.8)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.21 (E) 1.02</i>	<i>Fuel</i>	<i>(94.5)</i>	<i>(57.4/57.1)</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Corolla (1984-1987)</i>	<i>13 x 7</i>	<i>5</i>	<i>(F) 9.21x.71 vented (R) 9.09x.34 solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .400"</i>

4. #24137 (Mike Ogren Ogren) Request - Please correct Toyota rotor size

In HP, Toyota Corolla (71-74), change the alternate brake rotor dimension as follows:

(F) ~~10.0~~ *10.47 x .49* Solid Disc

**Spec Miata**

None.

**Super Touring**

**STU**

1. #24131 (Jack Baruth) Request classing for 2013-2016 World Challenge Accord

In STU, classify the Honda Accord V6 (2013-2016) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Accord V6 (13-16)</i>	<i>3471</i>	<i>3075</i>	<i>Must meet PWC VTS dated 2/5/16. Must conform to STCS tire rules.</i>

2. #24168 (david mead) Request twin turbo 13b engine classification

In STU, Table A, classify the 13B-REW as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>13B-REW</i>	<i>NA</i>	<i>Chart</i>	<i>Must meet all other STU regulations. Must remove twin turbos and run single turbo from approved list of alternate STU turbochargers.</i>

3. #24179 (Kevin Boehm) Request clarification for 9.1.4.1.A.2 Hood Vents in STU

In GCR section 9.1.4.1.A.2., add the wording as follows:

“Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. *The 200 Square inches includes any area that deviates from the factory hood profile.*”

## Touring

### T1

1. #21464 (Scotty B White) Add year 2015 Camaro z28, classify 2016 Camaro T1-LP  
In T1-LP, classify the Camaro 1LE (2016-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)		Notes
<i>Chevrolet Camaro, 1LE (2016-)</i>	<i>103.25 x 92.0 6162</i>	<i>2811</i>	<i>20 x 11</i>	<i>315</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R) 338 x 28 vented</i>	<i>3600</i>	<i>Part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed. OEM brake kit #23245471 allowed. 60mm 70 flat plate restrictor required. Effective- 3/1/18-53mm flat- plate restrictor- required. Springs up to 1200#/ in front and rear permitted. Swaybar kit (part number #84242386) permitted. Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted. Rear spring relocation to shock permitted. ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.</i>

In T1-LP, Chevrolet Camaro Z28, add the year as follows:  
(2014-~~2015~~)

2. #21465 (Scotty B White) Class 2015+ Mustang GT350  
 In T1-LP, class the Mustang GT350 (2015-) as follows:

	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<b>T1-LP</b> <i>Ford Mustang GT-350 (2015-)</i>	<i>94 x 93 / 5163</i>	<i>2720 mm, or 107.1 in</i>	<i>19 x 11 (F) 19 x 11.5 (R)</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.0, .63</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R)338 x 28 vented</i>	<i>3550</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, Performance Package Brembo front BBK 380mm permitted at +100lbs. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. 60mm flat plate restrictor required.</i>

3. #22910 (Joe Aquilante) Add 2015- Mustang GT to T1 Limited Prep  
 In T1-LP, classify the Mustang GT (2015-) as follows:

T1-LP	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT (2015-)</i>	<i>92.220 x 92.7 (4957)</i>	<i>2717</i>	<i>(F)19 x 11 (R)19 x 12</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.55, 3.73</i>	<i>(F)352 (R)330 std <del>(F)380</del> performance- package</i>	<i>3400</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Short-Shift Kit part #M-7210-M8, Solid Subframe Bushings part #M-5872-M, Dampers in Handling Pack part #M-18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/ in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 70mm flat plate restrictor required.</i>

**T2**

1. #23301 (Julian Macias) 2017 Civic Type-R

In T2, classify the Honda Civic Type-R as follows:

<b>T2</b>	Bore &		Wheel Size (in) / Matl	Tire	Gear				Notes:
	86.0 x 85.9 1996	2700	20x9	265	3.62, 2.11, 1.53, 1.12, .91, .73	4.11	(F) 351 x 32	2900	HPD CAT Delete pipe 18150-F23S-R6 HPD 4th Gear Set 23460-F23S-R6 HPD Differential 41100-F23S-R6 HPD RR Damper Mount 52670-F23S-A6 HPD RR Spring Adjuster 52691-F23S-A6 HPD Spring FR 51401-FC4Y-R6 HPD Spring RR 800LB 52441-FC4Y-R6 HPD Adjustable RR Upper Arm 52390-F23S-A6 HPD ABS Modulator 57100-F23S-R6 38mm TIR required

2. #23959 (Todd Lamb) Request to classify the Spec Cayman in T2

In T2, classify the Porsche Spec Cayman as follows:

<b>T2</b>	Bore x Stroke(mm)/ Disp. (cc)		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Spec Cayman	96.0 x 78.0 3387	2416	18 x 9 (F) 18 x 9 (R)	225 (F) 255 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	2925	Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules.

**T2-T4**

1. #22870 (Greg Case) Alfa Romeo 4C in Touring  
 In T3, classify the Alfa Romeo 4C as follows:

<b>T3</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Alfa Romeo 4C (2015-)</i>	<i>83.0 x 80.5 1742</i>	<i>2380</i>	<i>(F)17 x 7 (R)18 x 8</i>	<i>245</i>	<i>4.15, 2.27, 1.44, 0.98, 0.76, 0.62</i>	<i>4.12</i>	<i>(F) 305mm vented (R)292mm vented</i>	<i>2300</i>	<i>The floor may be modified to facilitate the roll cage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Rear cage braces may pass through rear window. 31mm turbo inlet restrictor required.</i>

**T3**

1. #22814 (Brad Kimes) Classify BMW Z 3 M Coupe  
 In T3, classify the BMW Z3 M & Coupe as follows:

<b>T3</b>	<b>Bore x</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>BMW Z3 M &amp; Coupe</i>	<i>86.4 x 89.6 3152</i>	<i>2446</i>	<i>17 x 9</i>	<i>245</i>	<i>4.21, 2.49, 1.66, 1.24, 1.00</i>	<i>3.23</i>	<i>(F) 315 vented (R) 312</i>	<i>3350</i>	<i>Whiteline KSB536 Strut Tower Brace allowed. Springs up to 800lb F/R allowed. Front sway max diameter 30mm. Rear sway bar max diameter 20mm.</i>

### JUDGEMENT OF THE COURT OF APPEALS Spencer Patterson vs. SOM COA Ref. No. 18-02-SW March 15, 2018

#### FACTS IN BRIEF

On February 3, 2018, following the Group 4 race at the Circuit of the Americas Polar Prix Super Tour event, Michael Mills, SM #31, filed a protest citing violation of General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1. (On Course Driver Conduct) against Spencer Patterson, SM #79. Specifically, Mr. Patterson hit the rear of Mr. Mills' car while Mr. Mills and the cars ahead of him were slowing for a double yellow flag condition. According to Mr. Mills the double yellow flags were displayed at the previous two corners prior to his car being hit by Mr. Patterson.

The Stewards of the Meeting (SOM), Laurie Sheppard, Art Tapley, Orval Brown, and Cathy Barnard, Chairman, met, reviewed the evidence, and determined Mr. Patterson was in violation of GCR 6.11.1.A. and 6.11.1.B. They assessed a penalty of loss of three positions in class. Two penalty points were assigned to Mr. Patterson's competition license.

#### DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Michael West, Chairman, met on March 1, 2018, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Spencer Patterson received February 23, 2018.
2. Official Observers Report and related documents, received February 23, 2018.
3. Appeal Letter Envelope received February 23, 2018.

#### FINDINGS

In his appeal, Mr. Patterson states GCR Sections 6.11.1.A. and 6.11.1.B. were administered inappropriately, unfairly, and inequitably. He further states he is not appealing the penalty (loss of three finishing positions in class), but the assessment of two penalty points against his competition license.

Mr. Patterson's appeal was received more than ten days after the close of the event. The appeal was dated February 14, 2018. The appeal document was delivered by the United States Postal Service without a postmark date on the envelope. The COA accepted the appeal since it was not possible to determine exactly when the appeal was sent. The appeal was deemed timely.

Mr. Patterson stated he accepted the SOM penalty and, with that declaration, confirmed that his on course actions violated GCR 6.11.1.A. and 6.11.1.B. The SOM ruling and position penalty are determined to be closed and not open to further challenge since the appeal period for contesting the penalty has long since closed.

Mr. Patterson's appeal of the penalty points is without merit. GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points according to the following schedule". In accordance with GCR 7.4.A.6. the SOM correctly specified the two penalty points since Mr. Patterson was penalized with a loss of finishing positions. The rule is emphatic and must be followed by the SOM and the COA. The imposition of penalty points was not inappropriate, unfair, or inequitable.

Mr. Patterson provided no new evidence to support his appeal.

**DECISION**

The COA upholds the SOM's decision in its entirety. Mr. Patterson's appeal is not well founded. The entire appeal fee will be retained by SCCA.

**JUDGEMENT OF THE COURT OF APPEALS**  
**Gresham Wagner vs. SOM COA Ref. No. 18-03-SW**  
**April 5, 2018**

**FACTS IN BRIEF**

On March 4, 2018, at the Super Tour race at NOLA Motorsports Park, Greg Amy, driver of STU #33 protested Gresham Wagner, driver of STU #105, charging that Mr. Wagner had recklessly and dangerously made avoidable contact with Car #33. The contact caused #33 to leave the track and roll onto its roof. The Stewards of the Meeting (SOM) Sarah Bonnier and Fred Brinkel, Chairman, met, reviewed the evidence, and upheld the protest. Mr. Wagner was penalized with a four (4) event probation and loss of three (3) finishing positions in class. The penalty of probation caused three (3) penalty points to be assessed. Mr. Wagner appealed the SOM ruling.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Spencer Gorham, (Chairman) met on March 22, 2018 to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Gresham Wagner, received March 10, 2018.
2. Official Observers Report and related documents, received March 13, 2018.
3. Email from Fred Brinkel, Chairman SOM, received March 13, 2018.
4. Video link from Car #33, recorded on March 3, 2018.
5. Email from Greg Amy, received March 14, 2018.
6. Video link to front and rear facing camera output from Car #33, recorded on March 4, 2018.
7. Video link to full race video from Car #37, recorded on March 4, 2018.

**FINDINGS**

Mr. Wagner provided a detailed and well thought out appeal with a video link that was not available to the SOM. The link was to the March 3, 2018 race that included both Car #33 and Car #105. Mr. Wagner requested that the COA review the racing lines of Car #33 and his actions in relation to other cars. The SOM had viewed Car #33's rear facing video from March 4, 2018 and a front facing video from Amy Mills (Car #37) who was directly behind the incident. Ms. Mills also submitted a witness statement.

The COA reviewed the written and video evidence referenced in the SOM decision and the appeal. The videos showed that on the 4<sup>th</sup> racing lap Car #33 passed Car #105 two turns prior to turn #7. Car #105 trailed #33 through the next corner and then attempted an inside pass of #33 at turn #7. Car #105 maintained a higher rate of speed than #33 entering the corner and intersected the racing line of Car #33 as they approached the apex of turn #7. The contact between the two cars caused Car #33 to slide to the left, go off track, and roll onto its roof. Car #105 continued to the race's end with left side damage.

The SOM found Mr. Wagner had violated GCR 6.11.1.A. (failing to avoid contact with another car) and GCR 6.11.1.D. (overtaking car has the responsibility to pass safely and avoid contact). The COA reviewed the additional evidence submitted by Mr. Wagner but finds that the primary responsibility for initiating and completing a safe pass rests with the overtaking driver, regardless of his expectations of the other driver's track position based on previous laps or races.

The COA does not find sufficient evidence to overturn the SOM's decision. The penalties assessed by the SOM are within their purview as defined in GCR 7.2. (Range of Penalties).

**DECISION**

The COA upholds the SOM's decision in its entirety. Mr. Wagner's appeal is well founded and the appeal fee less the amount retained by SCCA will be returned.