

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 5, 2019

The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Tim Myers, Paula Hawthorne, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Meredith, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

AS

1. #26392 (Jim Wheeler) Request to disable ABS on Spec Mustang

Thank you for your letter. The committee American Sedan Advisory Committee recommends a change to the 2020 rules regarding the allowance of ABS braking systems on the Spec Mustang. Exact implementation is to be determined. The committee recognizes the Spec Mustang ABS system does not follow the current philosophy in the area of brake control, but feels it is part of the balance of performance of that particular classification. We are pursuing options for the SMG competitors for the 2020 season. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

P2

1. #26616 (Formula/Sports Racing Committee) Adjustment of P1-P2 performance gap and P2 balance of performance

Thank you for your letter. P2 competitors are advised that as data is collected on additional P2 engine platforms this data will be used to continue the process of adjusting the P1-P2 performance gap and balancing performance within the P2 class.

GT2

1. #26286 (John Schertzer) Request alternate splitter for TA2 4.8.2.3:

Thank you for your letter. You may fabricate a splitter to the exact measurements as the Howe item but not in Carbon Fiber.

No Action Required

AS

1. #25886 (DAVID MEAD) Add intake/cams/CAI/headers/wheels/ to 05+ 4.6L 3V LP Mustang GT

Thank you for your letter. Modifications, including trick flow cylinder heads have been introduced for the 2019 season. Car already has CAI, headers and 18X9.5 wheels.

2. #26263 (Pamela Richardson) Please Re-Consider SMG into AS Decision

Thank you for your letter. The Spec Mustang, SMG as outlined in Appendix M, has been included for the 2019 season. The committee has added a specification line for the car in the American Sedan section of the GCR for 2019. We considered the impact to both the existing competitors in the American Sedan category as well as the drivers of the current SMG vehicles. We felt the inclusion would add to the competition within the class as well offer an additional opportunity for the SMG drivers to participate in SCCA events. We recognize that the inclusion of any new vehicle causes discussion and concern from existing competitors, but we are committed to monitoring the participation of the car and its competitive potential within the class. Adjustments can and will be made as needed to maintain parity within the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.

3. #26266 (Timothy White) SMG should not be in AS
Thank you for your letter. Please see the response to letter #26263
4. #26273 (Mark Muddiman) Reconsider SMG in AS
Thank you for your letter. Please see the response to letter #26263
5. #26285 (Richard Pryor) Opposes Classifying SMG in AS
Thank you for your letter. Please see the response to letter #26263
6. #26293 (Kurt Rezzetano) Opposes Spec Mustang in AS
Thank you for your letter. Please see the response to letter #26263
7. #26313 (Matt Regan) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263
8. #26320 (Lynne Griffiths) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263
9. #26345 (Jay Pistana) Support for LS1 Hot Cam, Jensen letter #25734
Thank you for your letter. The Club Racing Board appreciates your comments.
10. #26353 (Richard Pryor) Supports A Sedan Restricted Prep camshaft
Thank you for your letter. The Club Racing Board appreciates your comments.
11. #26354 (Matt Regan) Opposes Rule 25734
Thank you for your letter. The committee continues to review and compare the performance capability of all powertrains eligible in the American Sedan category. Performance targets and benchmarking of all vehicles is a primary consideration of the committee, along with the reliability and stability of the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.
12. #26385 (George Long) Supports proposed rule change in AS
Thank you for your letter. The Club Racing Board appreciates your comments.
13. #26395 (TED JOHNSON) New class philosophy ideas
Thank you for your letter. Benchmarking of all the current powertrains against the current weight specifications is being conducted. In addition, other key performance characteristics such as tire size, track width, etc. are being compared. We are committed to maintaining parity within the class and will make adjustments as needed. The committee continues to recognize the cost of tires is a major consideration in the budget of most competitors. At this time, we do not recommend a change to current tire specifications but it continues to be discussed and options considered. We encourage you to continue to support the American Sedan class.
14. #26557 (Jim Wheeler) Response to Letter #25734 - Do Not Give Alternate Cam to RP Cars
Thank you for your letter. Please see the response to letter #26354
15. #26563 (Richard Pryor) Request for GM Hot Cam for 4th Gen F Body
Thank you for your letter. Please see response to letter #25734 in February Fastrack.

GCR

1. #26225 (Reid Hazelton) Request improved communication to membership
Thank you for your letter. At this time, the Club Racing Board has determined no change to the GCR is necessary to implement this concept. The Board of Directors and the Club Racing Board will determine how best to use social media to communicate with the membership.

GT2

1. #26377 (David Tuaty) Request Porsche 991 adjustments
Thank you for your letter. The Club Racing Board feels the 991.1 is properly classified at current weight.

2. #26605 (Thomas Dewitt) Requesting action on Letter #: 26159
Thank you for your letter. Please see response to letter #26159 in Tech Bulletin.

IT General

1. #25828 (Improved Touring Committee) Open IT brake calipers
Thank you to those who wrote in responding to this What Do You Think. At this time, membership does not support this idea.

2. #26089 (John McFarland) Opposes Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26090 (Cameron Conover) Opposes #25828 (Improved Touring Committee) Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

4. #26093 (Joe Harlan) Opposes 25828 open brakes
Thank you for your letter. The Club Racing Board appreciates your comments.

5. #26094 (Sean Duncan) Opposes Aftermarket Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #26101 (Richard Pannell) Regarding Open IT brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

7. #26104 (Matt Downing) Opposes Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

8. #26108 (Chris Childs) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

9. #26109 (Vaughan Scott) Opposes aftermarket brakes in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #26111 (Richard Grunenwald) Opposes Alternate Calipers in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

11. #26117 (James Ray) Opposes Open Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

12. #26118 (Hayes Lewis) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #26127 (Stephen Blethen) Opposed to Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

14. #26143 (Lee Graser) Oppose brake change in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

15. #26149 (Jeff Baker) Supports IT Brake and Tire thoughts
Thank you for your letter. The Club Racing Board appreciates your comments.

16. #26211 (Raymond Blethen) Opposes Alternate Drake Calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

17. #26229 (Jon Rogers) Opposes RE: #25828 - IT Brake calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

18. #26364 (steve elicati) Opposes alternative brake calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

ITA

1. #26103 (Steve Linn) Opposes Letter #25828

Thank you for your letter. The Club Racing Board appreciates your comments.

ITC

1. #26119 (Frank Schwartz) Opposes Letter #25828

Thank you for your letter. The Club Racing Board appreciates your comments.

ITS

1. #26116 (Tom Donnelly) Supports Brake Changes to Improved Touring

Thank you for your letter. The Club Racing Board appreciates your comments.

ST General

1. #26519 (Kevin Boehm) Request to be added to STAC

Adding Kevin Boehm to the STAC

2. #26561 (Harley Kaplan) Did You Really Mean To Add Flares to STL And STU?

Thank you for your letter. Please see response to Letter # 26564.

STU

1. #26531 (Glen McCready) Request to Classify BMW E46 M3 in STU

Thank you for your letter. Please see response to Letter #25126 in Feb 2019 Fastrack.

Not Recommended

AS

1. #25117 (Matt Jensen) Request for RP Open Transmission Ratios

Thank you for your letter. Please see the response to letter #25249, November 2018 Fastrack Minutes.

Performance reviews will continue, but at this time ratios as defined are still sufficient.

2. #26394 (Jim Wheeler) Request front splitters

Thank you for your letter. The American Sedan Advisory Committee does not recommend any change to the current rules regarding air dams and splitters. The committee recognizes the Spec Mustang Splitter does not follow the current philosophy in the area of air dams and splitters but feels it is part of the balance of performance of that particular classification. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

F5

1. #26411 (Clint McMahan) Request to update an existing rule

Thank you for your letter. The Club Racing Board does not recommend this change. The current rule is adequate as written.

2. #26425 (Bryan Barratt) Request to allow CBR600F4i and CBR600F engines in F5

Thank you for your letter. The Club Racing Board does not recommend this change because an adequate supply of the approved engines is currently available.

3. #26515 (Eric McRee) Formula 500 Exhaust Header Design

Thank you for your letter. The Club Racing Board does not recommend this change. If there is an issue with supply of the current exhaust header or an alternate design is available at a lower cost than the existing header, please submit supporting documentation and the Club Racing Board will consider your request.

EP

1. #26551 (Luis Rivera) Response to Letter #25565

Thank you for your follow up letter. This request is still not recommended. There is too much difference between the two plates being compared in terms of port timing and porting potential. An alternative allowance is already given to update to the entire 13B engine.

SM

1. #26543 (marc cefalo) Alternate Valves for 01-05 VVT Engines and Shimming of Springs

Thank you for your letter. The Spec Miata Advisory Committee does not recommend this modification at this time.

STL

1. #26596 (Cliff Ira) Addition of B18C1 GSR Motor to B Series Table

Thank you for your letter. Per Racing Memo 18-02, *It was intended that you use* a restrictor plate since 1/1/2018. The Club Racing Board will continue to monitor class performance.

STU

1. #25487 (Travis Washay) Request to classify a 2015 VW GTI TCA PWC

Thank you for your letter. There is no requirement to specifically class cars in STU. Your car can run freely per STU regulations. Please choose a TIR and appropriate weight from the STU chart.

2. #25519 (kevin koelemeyer) Request an aftermarket turbo k24

Thank you for your letter. Currently the Club Racing Board does not recommend the addition of a turbo to the K24 in STU.

3. #26566 (Luis Rivera) Request for Mazda 13B Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

4. #26567 (Luis Rivera) Request for Mazda 12A Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

5. #26568 (Luis Rivera) Request for 13B Bridgeport Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

T1

1. #26305 (Don Van Nortwick) Request to remove T1-LP (FP350S) 60 mm restrictor

Thank you for your letter. This action is not recommended at this time. We will continue to monitor the class.

T2

1. #26290 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ GrandSport tire size change

Thank you for your letter. Data does not support this change at this time. Car is within the performance envelope and competitive as classed.

2. #26302 (Joe Aquilante) Request to clarify Ford Ecoboost Weight adder for 15 inch brakes

Thank you for your letter. This action is not recommended at this time. We would like to see

this car on the track so we can monitor its performance.

3. #26391 (Matt Jensen) Request to add FLMS Porsche Control Arm

Thank you for your letter. This action is not recommended at this time. The Porsche Motorsports control arms that are permitted on this car are the only optional control arms permitted.

4. #26532 (Preston Calvert) Request for Two-Piece Rotors on T2 Mustang GT

Thank you for your letter. This generated a good discussion among the Touring Committee. We will consider 2-piece rotors for multiple Touring classes for 2020; unfortunately we cannot consider 2-piece rotors for this car for 2019.

T4

1. #26382 (dave kutney) Request to allow BC Racing Pt #ZB-01-BR Coil over on Pontiac Sols

Thank you for your letter. We cannot approve an adjustable shock for this car for 2019. A What Do You Think is active for the opinion of members for allowing single adjustable shocks in T4 in 2020. We do believe there are non-adjustable options for this car for 2019.

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.

AS

1. #26393 (Jim Wheeler) Request tubular rear control arms

In GCR section 9.1.6.4.d.5, make changes as follows:

"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position. *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.*"

GCR

1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant

In GCR APPENDIX A. 20. Participant, make changes as follows: ~~Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement.~~ *"A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area."*

2. #26475 (SCCA Staff) Add language to 7.2 Disqualification penalty section

In GCR section 7.2.H, add as follows: "An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, *including points, participation and race start credit*, in the competition or event are automatically forfeited."

IT General

1. #26506 (Bruce Bettinger) Request for SM into ITA RULE CHANGE

In ITS, Mazda MX-5 / Miata (99-00), add to notes as follows:

"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser 'notch'."

In ITS, Mazda MX-5 / Miata (01-05), add to notes as follows:

"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser 'notch'."

In ITA, Mazda MX-5 / Miata (90-93), add to notes as follows:

“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”

In ITA, Mazda MX-5 / Miata (94-97), add to notes as follows:

“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”

STU

1. #26422 (Super Touring Committee) Recommend 6 Piston Calipers for 2020

In GCR section 9.1.4.1.E.2, add as follows:

“Calipers- The standard production calipers or any 4-piston or fewer calipers may be used. *6 piston calipers may be used with a 1% weight penalty.*”

2. #26423 (Super Touring Committee) Recommend changing the number of forward gears

In GCR section 9.1.4.1.C.2, add as follows:

“Transmission and ratios are free. Forward gears are limited to 6 speeds. *Cars equipped with automatic transmissions using a torque converter are limited to 8 forward speeds.* Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%.”

Taken Care Of

F5

1. #26583 (John W (Jack) Walbran) Two Stroke Standard of Performance Should be Rotax 593, Not 494

Thank you for your letter. Please see the responses to letter #26326, March 2019 Fastrack Minutes, and letter #25815, February 2019 Fastrack Minutes.

FF

1. #26467 (Philip LaPointe) Opposes FF request for oversize Honda Fit Pistons

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #25810, February 2019 Fastrack Technical Bulletin.

GCR

1. #25653 (David Arken) Threatening or Committing Violent Behavior.

Thank you for your letter. Appropriate Language has been added to penalty guidelines, available through the file cabinet at SCCA.COM.

GTL

1. #26482 (Joe Harlan) Opposes SIR Increase for 12a Mazda.

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

2. #26484 (Roy Lopshire) Opposes 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

3. #26485 (Roy Lopshire) Opposes the 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

4. #26487 (Roy Lopshire) Opposes more 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

5. #26494 (Scott Twomey) Opposes Request to Increase 12a Rotary +1mm by Gregarious

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

6. #26495 (Rusty Bell) Opposes adjustments for the 12A rotary engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

7. #26496 (Chris Doodson DOODSON) Opposes +1mm for Rotary 12a
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

8. #26497 (Edward Nicholson) Opposed to Request in Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

9. #26498 (Paul Bunbury) Opposed to 1mm increase in SIR for Mazda 12A motors
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

10. #26499 (Richard Barlow) Opposed to Mazda 12A SIR Increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

11. #26501 (Kenneth Gassin) Opposes Response to #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

12. #26502 (Graham Fuller) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

13. #26503 (Bill Ball) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

14. #26505 (Chris Kopley) Opposed to Increase in SIR for 12A Motor
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

15. #26508 (Bill Keeney) Opposed to Mazda 12a Rotary SIR Increase In GTL
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

16. #26512 (Alec Maisel) Opposes Change to SIR on 12A Rotary Engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

What Do You Think

None.

RESUMES

1. #26490 (Kevin Fryer) Submitting Resume
Kevin Fryer is now on the ITAC

TECH BULLETIN

DATE: March 20, 2019

NUMBER: TB 19-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2019 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FV

1. #26262 (Gregory Bruns) Request to clarify Disc Brake rules bearing retainer & weights

In GCR section 9.1.1.C.4.D, make changes as follows:

"Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. *If the caliper bracket is attached to the inboard side of the rear axle tube bearing casting with the bearing cap retainer bolts, the casting area around the bolts may be surfaced to achieve an adequate contact surface.* Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons ~~and weigh a minimum of 1.65 lbs.~~ Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. The required minimum weight for the complete disc brake assembly is 16.5 lbs. *The Assembly includes the following components:* hub assembly; rotor hat; disc ~~the disc~~ *(which may be in two pieces)*; any hat-to-disc mounting hardware; calipers; bearings *(front)*, ~~for the front~~; pads; caliper bracket; assembly hardware; *(not including the brake assembly to spindle hardware for the front or the brake assembly to axle housing hardware for the rear)*; *and* lugs or studs with nuts."

2. #26537 (Thomas Galuardi) Request to Allow Rear Tires on the Front of Formula Vee

In GCR section 9.1.1.C.3.D, add the following:

"The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:

Fronts

Hoosier #43337 FVS

21.0 x 5.0 x 15

Rears

Hoosier #43353 FVS

22.5 x 5.5 x 15

"Rear tires may be used on the front of the car. Tires shall be the same size and design for the right and left sides of the front axle and the same size and design for the right and left sides of the rear axle."

Rain tires are open for 2019.

Effective 1/1/2020, the following rain tire is required:

Hoosier #44266

22.5 x 5.0 x 15 Hoosier WET (rain)

SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required."

P1

1. #26590 (Formula/Sports Racing Committee) Clean Up Engine Table Language

In P1 Engine Table, Spec Line B, change as follows:

"Staudacher cars homologated before 1-1-2014 ~~utilizing~~ **using** 1005cc may run 38.5mm flat plate intake restrictor at 950 lbs. min. weight."

In P1 Engine Table, Spec Line F, Honda K20A-FD2, change as follows:

"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system."

P2

1. #26246 (AJ Snyder) Request to restrict all cars

In GCR section 9.1.8.H.15, change the weight as follows:

"The car shall weigh ~~4350~~ **1375** lbs. minimum, including the driver."

Note from the CRB: Effective 6/1/2019, Enterprises shall reduce the peak horsepower of the sealed ESR engine (GCR section 9.1.8.H.7.a) to the number specified by the CRB, consistent with the practice of maintaining all competitors' horsepower and torque numbers in confidence. Enterprises shall supply dyno data to the CRB prior to 6/1/2019 to allow review for compliance.

GCR

1. #26418 (David Gomberg) Fix unintended wording

In APPENDIX O.3.B, make changes as follows:

"The Executive Steward shall appoint ~~will approve~~ the Chief Steward and the COC at the time the Small Event Request is made."

Grand Touring

GT General

1. #26600 (SCCA Staff) Request Ride Height Clarification

In GT1, GCR section 9.1.2.D.5.a.1, omit ride height and re-number section as follows:

~~"a. Ride Height~~

~~1. No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated."~~

In GT-2, 3, LITE, GCR section 9.1.2.F.7.b, remove and re-number section as follows:

~~"3. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated."~~

GT2

1. #26159 (Tom Dewitt) Request Ford Performance 5.2L crate engine FPR clarification

In GT2/ST, classify the Ford Mustang (2005-) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang (2005-)</i>	<i>5.2L</i>	<i>3300 lbs.</i>	<i>Single 82mm Throttle Body</i>	<i>Mustang only: Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.</i>

GT3

1. #26528 (Grand Touring Committee) 26076 revised Spec line chart

In GT3, delete Mazda 13B and Renesis spec lines and replace with new spec lines as follows:

GT3 Engines -					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
13B	Peripheral Port	2616	37mm SIR	2400	Disenfranchised GT2
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2400	Disenfranchised GT2
Renesis	Peripheral Port	2626	37mm SIR	2450	
Renesis	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2450	
GT3 Engines -					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
13B	Streetport	2616	Unrestricted	2080	
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2200	
13B	Peripheral Port	2616	37mm SIR	2200	
Renesis	Street Port	2616	Unrestricted	2130	
Renesis	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2250	
Renesis	Peripheral Port	2616	37mm SIR	2250	
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2350	Disenfranchised GT2*
13B	Peripheral Port	2616	37mm SIR	2350	Disenfranchised GT2*

Improved Touring
None.

Production Prod General

1. #25873 (Bill Lamkin) Rollcenter Correction Clarification

Note from CRB: 9.1.5.E.5.b.2 in "Suspension and Steering Level 2: Suspension Components" states that "Suspension control arms, bushings, bearings, and ball joints are unrestricted." However, allowance to ream out ANY tapered hole from a stock ball joint does not exist, unless being done to a specifically unrestricted component, like a suspension control arm. This is not the intent to restrict in that manner, and should be clarified:

In GCR section 9.1.5.E.5.b.2, add wording as follows:

"Suspension bushings, bearings, and ball joints are unrestricted. *Tapered holes can be drilled or reamed, to allow a bolt to be used in place of a ball joint.*"

Note from CRB 9.1.5.E.2.o.5 in "Final Drive" states that "Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted." Therefore any of those items,

all of which are defined in the GCR, that are part of the final drivetrain system of the vehicle, are indeed unrestricted. However, this rule would not apply to a non-driven axle, as it is not part of the drivetrain. It is agreed that allowing unrestricted bearings and hubs should not be limited to only the driven axle, and it should be applied to both axles/at any wheel:

In GCR section 9.1.5.E.5.b. add wording as follows:

“6. Wheel bearings and hubs are unrestricted.”

2. #26476 (Production Committee) Hardtops

In GCR section 9.1.5.E.9.a.12, remove wording as follows:

~~“Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.”~~

In EP, remove wording from spec line notes as follows:

BMW Z3 2.5L: ~~OEM hardtop permitted.~~

BMW Z3 2.8L (97-00): ~~OEM hardtop allowed.~~

BMW Z4 (03-05): ~~OEM hardtop permitted.~~

Honda S2000 (00-03): ~~OEM hardtop allowed.~~

Honda S2000 (04-09): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata 1.6L (-1993): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata 1.8L (90-97): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata (94-97): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata (99-02): ~~OEM hardtop allowed.~~

Mazda MX-5 (06-14): ~~OEM hardtop allowed.~~

Mazda MX-5 (16-18): ~~OEM hardtop allowed.~~

Pontiac Solstice (06-09): ~~GM part #PCS-0664 hardtop allowed.~~

Saturn Sky (07-09): ~~GM part #PCS-0664 hardtop allowed.~~

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

STU

1. #25790 (Luis Rivera) Request to Use Japanese Mazda 13b Intake Manifold

In GCR section 9.1.4.1 Table B, add to notes as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda 13B	NA	2300	Street porting allowed, contact SCCA Technical Services for details. <i>Stock</i> Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a “dual-y” manifold. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>
Mazda 13B Bridge Port	NA	2600	Stock intake manifold & throttle body required, or automotive 2 barrel carb with 44 mm chokes. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>

2. #26352 (John Weisb) Request Alternate Intake for Mazda MZR In a Rear Wheel Drive App.

In GCR section 9.1.4.1, Table A, Mazda MZR (LF, L3, L5), add to notes as follows:
"May use Goodwin Part # 61-2510 Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17."

3. #26424 (Super Touring Committee) E&O Suspension

In GCR section 9.1.4.1.E, remove wording as follows:

~~"7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted."~~

In GCR section 9.1.4.1.D, add wording as follows:

"7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted."

4. #26530 (Super Touring Committee) Revisit B20 VTEC

In STU, GCR section 9.1.4.1 Table B, classify the Honda/Acura B20 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda/Acura B20</i>	<i>1973</i>	<i>Chart</i>	<i>May use Cylinder Head and Intake Manifold from VTEC B16 or B18 engine. Manifold must be from same as the Cylinder Head, i.e. B16 Intake with B16 Head.</i>

5. #26564 (Super Touring Committee) Move Flared Fenders to STU Advanced Aero

In GCR section 9.1.4.C.10, remove as follows:

~~"OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch."~~

In GCR section 9.1.4.1.A.3, add as follows:

"d. OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch."

6. #26606 (Super Touring Committee) TCA Civic Si E&O

In GCR section 9.1.4.1, Table B, Honda Civic Si TCA (2017-), add to notes as follows:

"37mm TIR required as of 6-1-19."

7. #26620 (Super Touring Committee) S54 Spec line

In GCR section 9.1.4.1 Table B, BMW E46 S54 OEM, make changes to the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
BMW E46 S54 <i>B32</i> OEM	3246	3300	<i>Cannot use Super Touring engine allowances and must be OEM as delivered for sale in the U.S., including stock intake plenum, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.</i>

T1

1. #26315 (Mark Kibort) Request to classify the Porsche 928GTS/S4 in Touring 1
In T1, classify the Porsche 928 S4/ Porsche 928 GTS-R, as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 928 S4/ Porsche 928 GTS-R</i>	<i>5400</i>	<i>3500</i>	<i>60mm flat plate restrictor</i>		<i>Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other allowances beyond those described in the VTS allowed.</i>

T2

1. #26533 (Preston Calvert) Request for Removal of Rear Anti-roll Bar in T2 Mustang GT
In GCR section 9.1.9.2.D.5.b.1, make changes as follows:

~~"Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line."~~ *Anti-Roll bars may be removed or disconnected*

T3

1. #25195 (Christopher Childs) Request to allow E36 M3 in T3 prepared to BMWCCA I sport
In T3, classify the BMW E36 M3 (96-00), BMWCCA I Sport, as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW E36 M3 (96-00), BMWCCA I Sport</i>	<i>86.4 X 89.6, 3152</i>	<i>2700</i>	<i>18 x 8.5</i>	<i>245</i>	<i>4.20, 2.49, 1.66, 1.25, 1.00</i>	<i>3.64</i>	<i>(F) 315 (R) 312</i>	<i>3100</i>	<i>Must be compliant to BMWCCA I sport rules, July 2018</i>

T4

1. #25096 (Raymond Blethen) Request to classify 2000 - 2001 BMW 323
In T4, classify the BMW 323 (98-00), as follows:

	Bore x	Wheel- base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW 323 (98- 00)</i>	<i>84.1 x 75.0 2494</i>	<i>2700</i>	<i>17 x 8.0</i>	<i>225</i>	<i>4.23, 2.52, 1.66, 1.22, 1.00</i>	<i>2.93</i>	<i>(F) 286 (R) 276</i>	<i>3450</i>	<i>Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. 50mm flat plate restrictor required. M52TUB25 engine required</i>

JUDGEMENT OF THE COURT OF APPEALS Scotty B White vs. SOM COA Ref. No. 19-02-SW March 14, 2019

FACTS IN BRIEF

Following the Saturday, February 9, 2019, Group 2 Super Tour race at Circuit of the Americas (COTA), Kevin Coulter, Assistant Chief Steward (ACS), filed a Chief Steward's Action moving Scotty B White, T3 #0, to last finishing position in class for violating the track limits restrictions set forth in the Supplemental Regulations. Based on his interpretation of Supplemental Regulations Track Limits Rule, Mr. White protested the ACS's action, stating he never exceeded the track limits. In addition, he asserted that in the driver's meeting the Race Director stated penalties would only be assessed if a competitive advantage was gained. Mr. White further declared he could not have gained an advantage as he led the race flag-to-flag.

The Stewards of the Meeting (SOM) Bev Heilicher, Laurie Sheppard, Charles Warren, and LisaKay Foyle (Chairman) met to hear and rule on the protest. The SOM reviewed the evidence, heard witnesses, and determined Mr. White violated the track limits rule multiple times, affirming the ACS's decision and disallowing the protest. Mr. White appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Michael West (Chairman) met on February 28, 2019, and March 7, 2019, 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 Scotty B White, received February 19, 2019.
2. Official Observer's Report and related documents, received February 19, 2019.
3. Video evidence considered by the SOM, received February 19, 2019.
4. Copy of email from Ken Patterson, Race Director, to Mr. White, received February 21, 2019.

FINDINGS

In his appeal Mr. White stated: "The crux of our protest of the stewards action was that the track limits rule, especially the photos seemed to be clear enough, with our car never being in an offending position based on the photos with a red frown. We had team discussions regarding this rule before the event and we were certain we understood it fully. The car was driven cleanly and accurately for the duration of the race exactly to limits as we thought we understood them."

Mr. White also stated: "The primary reason for our appeal to the COA is the Steward's inescapable 'local familiarity' of COTA's unique SCCA supplemental regulations, preventing them from understanding how they might be confusing to out of area drivers. Once explained it seems obvious but it tricked a first time COTA driver Scotty B White ..."

The COA finds the Supplemental Regulations, Section II, Item D Track Limits provided clear and definitive information on the Track Limits rule, including written statements and visual representations with captions.

In an email to Mr. White, the Race Director provided the following account of his directive at the Drivers' Meeting: Drivers were required to have at least a tire on the first white line from the center of the track. Each competitor would be allowed up to two track limits infractions, but not for any blatant track limit violation for position or advantage.

The COA reviewed video evidence from COTA cameras stationed around the track. It clearly shows Mr. White exceeded the track limits (four wheels outside the track limit white line) multiple times and at more than one turn. The COA also reviewed Mr. White's in-car footage. While his footage was not conclusive, in context with the COTA-supplied video, it affirmed he exceeded the track limits multiple times. Mr. White's assertion that he never exceeded the track limits is not supported by the evidence.

Following an audit of the Observer's Report, case file documents, and official results, the COA determined Saturday's Group 2 Race Director and Operating Steward were not members of a Southwest Division Region. The COA also determined 68% of the penalties assessed for track limits violations were imposed on drivers listing regions of record in the Southwest Division. Additionally, only 19 drivers out of 223 competitors were penalized. Efforts to ensure all competitors clearly understood the track limits restrictions were appropriate.

The SOM ruling was based on clear and convincing evidence, well-reasoned, and within authority as granted in the General Competition Rules (GCR).

DECISION

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