

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | August 4, 2015

The Club Racing Board met by teleconference on August 4, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; John Bauer, Technical Manager, Club Racing. The BoD guest was KJ Christopher. The following decisions were made:

### **Compliance Review**

The CRB offers official rule reviews. See GCR Section 8.1.4 for more details.

1. #10 (Chris Farrell) P2 Wing End Plate

Request review of P2 wing end plate design and mounting. What is considered a wing end plate and what are the mounting restrictions? Is it permissible to attach the end plate to the body of the race car?

### **CRB Response**

Thank you for requesting a Compliance Review for the P2 wing end plate. The CRB, FSRAC, and class expert have reviewed your submitted request.

The language in section 9.1.8.D.E.2 regarding wing end plates does need clarification.

The wing end plate is a standalone aerodynamic attachment to a wing and anything fastened to or through the end plate is considered to part of the end plate therefore the endplate must not be attached to the bodywork. If the end plate is attached to the bodywork the bodywork becomes an extension of the wing end plate and will exceed the 14in x 14in max allowed dimensions.

Please see the Technical Bulletin for the clarification to be added to GCR section 9.1.8.D.E.2

### **Member Advisory**

#### **AS**

1. #17293 (American Sedan Committee) Seeking New Members for the American Sedan Advisory Committee

The ASAC is looking for new members, particularly in the Restricted Preparation and the Ford areas. If you have an interest in membership, please submit your resume through the CRB website at [www.clubracingboard.com](http://www.clubracingboard.com).

### **No Action Required**

#### **SM**

1. #17109 (Tim Auger) Help the NA and NB's to Not Go the Way of the Dodo Bird

Thank you for your feedback. The CRB and the SMAC are constantly monitoring parity among the model years. The SCCA will soon publish dyno data from tests after the 2014 Runoffs.

#### **STL**

1. #17215 (Darin Treakle) Opposes Adding Subaru BRZ/Scion FRS at Higher Compression

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

2. #17219 (Peter Davis) Compressions

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

3. #17360 (Nadja Pollard) BRZ/FRS Compression Increase in STL

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

#### **STU**

1. #17105 (Joe Carrillo) Allowed Supercharger Kits

The CRB contacted you for details on parts/kit requested, but has not received a reply. Please feel free to re-submit with appropriate supporting documentation.

2. #17244 (Peter Federlin) 1985 Toyota Supra Engine Swap

Thank you for your request. Please see the response to letter #17261.

#### **T1**

1. #17027 (Ernesto Perez) Scion FR-S Engine Inquiries

Thank you for your request. Yes, you can do that. You must submit specific requirements for the car you want to run and the CRB will create a specification line.

### **T3**

#### **1. #17092 (Michael Sullivan) Re-Establish Parity in Touring 3**

Thank you for your letter. It has provided insightful recognition of how the class has evolved with changes made through the years. The CRB will keep it for consideration in future changes going forward.

### **T4**

#### **1. #17243 (Ralph Porter) Camber Adjustment and Remove BMW Z4 Restrictor**

Thank you for your letter. The CRB has no plans to remove the restrictor. All cars in Touring are allowed methods to adjust camber to achieve the maximum camber. If there are specific parts you want to use, please submit another letter with part numbers.

### **Not Recommended**

### **AS**

#### **1. #17116 (Patrick James) Allow E85 fuel**

Thank you for your suggestion. The CRB does not recommend this at this time. However, the CRB is monitoring the potential for introduction of E85 fuel for SCCA Club Racing.

### **F5**

#### **1. #16850 (Nick Sullivan) 500cc Decreased Minimum Weight**

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor on track performance in the class.

#### **2. #16879 (Jack Walbran) Request to Suspend and Reconsider 31 mm Inlet Restrictor Change**

Thank you for your letter. The CRB has adjusted the restrictor size for the motorcycle engine in F5 (May 2015 Fastrack Technical Bulletin) and will continue to monitor performance between the different engines and adjust as necessary.

### **FA**

#### **1. #17349 (Edward Lever) FA Runoffs Question**

Thank you for your letter. For any type of competition adjustment, the CRB needs verifiable engine dyno data for the proposed specific engine configuration. While the deadline for 2015 adjustments has passed, the CRB would look at adjustments for the 2016 season if you could supply the needed information.

### **FB**

#### **1. #17273 (Jeremy Hill) Restrictors**

Thank you for your letter. The deadline for competition adjustments for the 2015 Runoffs has passed and restrictors will not be implemented this year. The CRB will look at any new verifiable engine data, performance data, and on-track results presented for consideration for 2016.

### **GT**

#### **1. #17088 (William Wallace) Appendix K. (GT2/ST)**

Thank you for your request. As a former STO classification, this type of parts interchange is not allowed by the rules.

### **GT2**

#### **1. #17211 (Phil Lasco) Alternate Engine for Panoz GTS**

Thank you for your request. The Panoz is classified in GT2 as a "spec classification" and has already been given a multitude of performance allowances to increase its competitiveness within the class. Allowing an alternate engine far exceeds the "spec" nature of this car.

### **GT2/ST**

#### **1. #17214 (Amir Haleem) Allow Toyota Supra into GT2/ST**

Thank you for your request. In GT2/STO, the engine/body allowance that you have requested far exceeds what is allowed by the GTCS.

### **ITA**

#### **1. #17294 (John Rucker) Clarification on Current Rule Set Regarding Cam/Pistons/Rods**

Thank you for your letter. The CRB recommends reviewing IT rules with other IT drivers or a professional engine builder.

### **ITR**

#### **1. #16707 (Ebed Carrasquillo) BMW 328i ITR Weight**

Thank you for your letter. Weights in Improved Touring are set in accordance with a formula which uses the stock published horsepower and an expected gain value as inputs. The weights for the cars listed in your letter were set based on the different engines and associated components installed in them in accordance with that process and are correct as classified.

## FP

1. #17250 (Blake Meredith) Increase Venturi Size on 88-91 Civic/CRX

Thank you for your request. Absent some analysis of the impact of this change, or competition data indicating a need for this change, it is not recommended.

## SM

1. #17042 (Tom Hampton) Maximum Cage Attachment Points Rule

Thank you for your concern regarding the incident at TWS. The current cage specifications permit sufficient reinforcement of the driver's door bars without the need for additional cage attachment points.

## T2

1. #17241 (Touring Committee) Please Clarify Brake Rotor Size F and R as a Maximum Size

Thank you for your request. The rule is adequate as written.

2. #17264 (John Buttermore) Allow Tremec 6060 Ratios for C6

Thank you for your request. CRB research determined that the C6 was not delivered with these ratios. The CRB does not plan to approve gear ratios that were not delivered from the manufacturer for the C6 or any other T1-LP or T2 car.

## T3

1. #16491 (David Mead) Allow T3 Mustangs to Run Springs Up to 650 lbs.

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

## T4

1. #16118 (Travis Smith) 2015 Mustang Ecoboost

Thank you for your request. This car is not recommended for T4. The Touring Advisory Committee is working on classifying this car in T3.

2. #17276 (Philip Royle) Allow the T4 2014-15 Honda Civic Si Run 17 Inch Wheels

Thank you for your letter. T4 rules require the use of OEM original wheels. This car came with 18" wheels.

## Recommended Items for 2016

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).

## B-Spec

1. #16450 (Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Thank you for your request.

Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

## FF

1. #17493 (Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

- a. Material must be metal.
- b. Diameter shall be thirteen (13) inches.
- c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

- d. All measurements shall be taken between the beads.

*e. Formula F shall be limited to the following tires (front tires may not be used as rears):*

*Dries:*

*Front-Hoosier Radial 43322 185/60R13*

*Rear-Hoosier Radial 43327 205/60R13*

*Wets:*

*Front-Hoosier Radial 44421 185/60R13*

*Rear-Hoosier Radial 44426 205/60R13*

## P2

1. #17098 (John Lisk) Clarification of P2 Section J, Para.4 and Section M

Thank you for your letter. Assisted shifting as delivered from the factory **on Radical Spec Line Cars (Table 1)** is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. *Assisted shifting of any kind is not allowed on any car including Table 1 Spec Line Cars.* Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

## SRF3

1. #17444 (SCCA Enterprises) 2016 SRF and SRF3 Tires

**NOTE: This letter was formally approved by the BOD 8/12/15 effective 1/1/16.**

Thank you for your letter. The CRB supports the following changes to the SRF and SRF3 tire rules for the 2016 racing year:

Change 9.1.8.E.X.f.: f. Tires

Dry: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2525 or D2554

Wet: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2626.

*Dry: Front – Hoosier P/N 46340 P185/60ZR13, Rear – Hoosier P/N 46350 P205/60ZR13 SRF*

*Wet: Front – Hoosier P/N 46100 P185/60R13 H20, Rear – Hoosier P/N 46105 205/60R13 H20*

*2015 tires allowed for Non-Majors events until 6/1/2016:*

*Dry: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2525 or D2554*

*Wet: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2626.*

## IT

1. #16164 (Matt Miskoe) Addition of Jack Points to Improved Touring Cars

Thank you for your request.

Add 9.1.3.D.8.I: *I. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

## ITC

1. #17137 (Will Perry) 1984-1987 Honda CRX Plastic Body Panels

Thank you for your request. Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. ~~In these circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~ *may be replaced with parts of alternate material provided they have the same dimensions as stock.*

## SM

1. #16474 (Ralph Provitz) Driver Seating Position

Thank you for your request. Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

2. #16519 (Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan

Thank you for your request. Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

## ST

1. #17028 (Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Thank you for your request. Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

*4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.*

#### **STU**

1. #17261 (Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU

Thank you for your suggestion. Insert 9.1.4.1.H.3. and re-number all subsequent: *3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:*

*- KKK/Borg-Warner K04*

*- IHI VF30*

*Additional alternate turbos with similar specifications may be considered at a future date.*

#### **T1**

1. #16997 (MARC HOOVER) Mazdaspeed Miata Alternate Throttle Body

Thank you for your request. For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (Scotty B. White) One Last Look at Viper(s) for 2015

In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ *3475*

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ *3400*

Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ *3600*

#### **T3**

1. #16493 (David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers

99-04 Mustang GT/Bullit

Add to Notes:

Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.

#### **Taken Care Of**

##### **IT**

1. #16798 (Eric Heinrich) In Favor of Allowing Jacking Points in IT

See the response to letter 16164.

##### **SM**

1. #17050 (Mike Higgins) Roll Cage Modifications

Thank you for your concern regarding the incident at TWS. Please see the response to letter #17042.

2. #17295 (Brandon Fetch) Floorpan Lowering Approval

Thank you for your feedback. Please see the response to letter #16474.

##### **STU**

1. #16331 (Christopher Childs) Allow the Garrett 2252 Turbo

Thank you for your request. Please see response to letter #17261.

2. #16924 (Peter Federlin) Turbo for 1985 Supra

Thank you for your request. Please see the response to letter #17261.

3. #17225 (Peter Federlin) Engine SWAP, Turbo

Thank you for your request. Please see the response to letter #17261.

4. #17304 (Peter Federlin) 1985 Supra Engine Swap

Thank you for your letter. Please see the response to letter #17261.

### T3

1. #16492 (David Mead) Previous Request Was for 05+ V6/V8 Mustangs in T3  
Thank you for your request. Please see the response to letter#16491.

### What Do You Think

#### STU

1. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis

The Club Racing Board is considering the below rule change for 2016. Please submit your feedback on this potential change through the CRB website at [www.crbscca.com](http://www.crbscca.com).

Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis. ; ~~twin turbo engines are allowed on a case-by-case basis only.~~ *Twin turbo engines are disallowed but may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).* ~~Contact the Club Racing Technical Office for details.~~

Remove 9.1.4.1.H.2 and re-number all subsequent: 2. ~~Twin turbo engines are allowed on a case-by-case basis.~~

### RESUMES

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2015

NUMBER: TB 15-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #17465 (American Sedan Committee) Camshaft Lift Tolerance for Restricted Preparation AS Cars

In AS, add the following notes to GM and Ford restricted prep spec lines:

GM (7 specification lines): "*Camshaft lift tolerance .076 mm.*"

Ford (8 specification lines): "*Camshaft lift tolerance .003 inches.*"

2. #17466 (American Sedan Committee) Reinstate Changes in letter, #15343, 93-02 RP Camaros/Firebirds

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder, add to the notes as follows:

*"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."*

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, add to the notes as follows:

*"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."*

### B-Spec

None.

## Formula/Sports Racing

### P2

1. #17588 (SCCA Staff) Clarify Wing End Plates

In GCR section 9.1.8.D.E.2, clarify wing end plates by adding the following language:

"A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a box 14 inches square as viewed from the side. The maximum width of any wing shall not be wider than the bodywork maximum width specified in d.3 above. Wing may be positioned anywhere behind the main roll hoop. An alternate wing specification is permitted to allow previously legal "1 meter" wings as used on Converted Formula cars. The wing is limited to 110cm in width, and must be single or dual element design of any shape or chord length to fit in a rectangle of 9 inches height by 18 inches length as viewed from the side; end plate height is restricted to a rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced. *Wing end plates may not be attached to the bodywork and anything attached to or through the end plate is considered part of the end plate and thus must meet applicable dimensions.*"

Note: This clarification is a result of Compliance Review #10.

### GCR

None.

## Grand Touring

None.

## Improved Touring

### ITA

1. #16759 (Steve Grant) Request for Rule Change

In ITA, classify the Toyota MR2 (1985-89), Toyota Corolla GT-S (1984-87), and Toyota FX-16 (1987) as follows: see attached

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota MR-2 1.6L (85-89)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>91.3</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 239 Disc (F) 257 Disc (R) 262 Disc</i>	<i>2000</i>	<i>Factory aero package allowed (wing &amp; skirts). Trunk mounted fuel cell with no larger capacity than stock is permitted. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window.</i>

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota Corolla GTS (84-87)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.0</i>	<i>15</i>	<i>3.59, 2.02, 1.38, 1.00, 0.86</i>	<i>(F) 234 Disc (R) 231 Disc</i>	<i>1950</i>	

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota FX-16 (1987)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.7</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 242 Disc</i>	<i>1910</i>	

## ITR

1. #14699 (Improved Touring Committee) Classify 1979 to 1982 928

In ITR, classify the 1978 to 1982 Porsche 928 as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 (78-82)</i>	<i>8 cyl. SOHC</i>	<i>95.0 X 78.9 4474</i>		<i>9.0:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3080</i>	

In ITR, classify the 1983 to 1984 Porsche 928 S as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 S (83-84)</i>	<i>8 cyl. SOHC</i>	<i>97.0 X 78.9 4664</i>		<i>9.3:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3345</i>	



## Production

### EP

#### 1. #17150 (Philip Royle) Update Civic spec line

In EP, Honda Civic Si (12-13), update the model years and increase the front track as follows:

Honda Civic Si (12-13 15)

Track: 63.3" 63.5"/64.2"

### Spec Miata

#### 1. #15775 (Dan Tiley) Allow Pigtail to be soldered to cam sensor to fix known issue

Effective immediately, in 9.1.7.C.1.p, add a new section 9 as follows:

"An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector."

See RM 15-08

#### 2. #17418 (Spec Miata Committee) Hardtop Attachments

In 9.1.7.C.6.e, clarify the convertible top language as follows:

"Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory. When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule. It is allowed to attach the hard top to the upper windshield bar of the roll cage."

## Super Touring

### ST

#### 1. #16950 (Eric Heinrich) E&O Suspension Language

In section 9.1.4.2.D.7, clarify as follows:

"Unless otherwise allowed in these regulations, No other relocation or reinforcement of any suspension component or mounting point is permitted."

In section 9.1.4.2.D, delete section 1, 2, 3, 4 and 8. Renumber the section.

In section 9.1.4.M.5, clarify as follows:

"Unless otherwise specified, Suspension components shall be the stock OEM parts, but they may be reinforced. Standard suspension bushings may be replaced with solid or spherical bushings."

In section 9.1.4.M, add a new sections 6-9 and 13 and renumber as appropriate:

6. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.

7. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute.

8. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

9. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.

13. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

## Touring

### T2

1. #17249 (Cheyne Daggett) Allow the RP 11-14 Mustang GT and 10-13 Camaro  
In T2, classify the following American Sedan cars:

2011-14 Mustang GT

2010-13 Camaro in T2

Add to notes: "Must conform to the AS rules."

### T3

1. #16666 (Thomas Wuellette) Add Mk VI ('11 - '14) VW GTI to T3

In T3, classify the Volkswagen GTI as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Volkswagen GTI (2013)</i>	<i>82.5 x 92.8 1984</i>		<i>18 x 8.5</i>	<i>245</i>	<i>DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93</i>	<i>DSG: 4.10 / 3.14 STD: 4.00, 3.09</i>	<i>(F) 312 Vented Disc (R) 288 Solid Disc</i>	<i>DSG @ 3100 STD @ 3050</i>	<i>Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed.</i>

2. #17149 (Jason Isley) Class 2011-2015 Toyota Camry in T3

In T3, classify the Toyota Camry as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Toyota Camry (11-15)</i>	<i>3.70" x 3.27" 211.0</i>	<i>109.3</i>	<i>18 x 9</i>	<i>275</i>	<i>3.30, 1.90, 1.42, 1.00, 0.71, 0.61</i>	<i>3.46</i>	<i>F: 11.65 (vented) R: 11.0 (solid)</i>	<i>3300</i>	

3. #17326 (Touring Committee) Changes in T3

In T3, Ford Mustang V6 (11-14), reduce the weight as follows:

3475 3425

### T4

1. #17299 (Derrick Ambrose) Allow Rear Sway Bar

In T4, Mazda3 (2015), add to the notes as follows:

"25mm max rear swaybar allowed."

# COURT OF APPEALS

## Judgment of the Court of Appeals

Robert Dahl vs. SOM COA Ref. No 15-05-NP

July 9, 2015

### FACTS IN BRIEF

At Portland International Raceway on June 12, 2015, Tony Pinedo, FF, #8, protested Robert Dahl, FM #18, for violating General Competition Rule 6.11. (Rules of the Road). The Stewards of the Meeting (SOM) Ken Paton, George Harper, John Taylor, and Gary Van Horn, Chairman, heard testimony and reviewed witness statements. The SOM upheld Mr. Pinedo's protest and penalized Mr. Dahl with a three event probation that was to begin after Mr. Dahl submitted a certificate verifying he had successfully completed a SCCA accredited driver's school. Three (3) penalty points were assessed against Mr. Dahl's competition license. Mr. Dahl appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) John Nesbitt, Laurie Sheppard, and Michael West, Chairman, met on July 2 and July 9, 2015 to review, hear, and render a decision on the appeal. Spencer Gorham, COA member, was an official at this event and did not participate in these deliberations.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Dahl, dated June 22, 2015.
2. Official Observer's Report and related documents, received June 26, 2015
3. Email witness statement from Gary Van Horn, SOM Chair, received June 30, 2015
4. Email witness statement from Tony Pinedo, received June 26, 2015
5. Email witness statement from Erin Ebelmesser, Impound Steward, received June 26, 2015
6. Email witness statements from Spencer Gorham, Chief Steward, received June 24, 2015

### FINDINGS

The Court of Appeals determines there is sufficient evidence to support the ruling by the SOM that Mr. Dahl violated GCR 6.11.1.C. during the race. The Court further determines the penalty imposed by the SOM, as stated in the ruling, is disproportionate to the protested incident and flawed in its delivery.

The SOM imposed the following penalty: "Probation for three (3) event weekends following a certificate of completion of D. S. from accredited school." The penalty does not stipulate a time frame for completing the driver's school nor does it suspend Mr. Dahl's competition privileges. Under the SOM's wording, Mr. Dahl is free to enter and compete in future events without attending a driver's school. The absence of enforcement wording (definitive time frame for completing the driver's school and/or limits on his ability to enter and compete at future events) effectively means he could choose to never complete a school and the probation period would never begin. The SOM ruling lacks the specificity required to compel Mr. Dahl to serve the penalty.

### DECISION

The Court modifies the ruling as follows:

- The SOM decision that Mr. Dahl violated GCR 6.11.1.C. is upheld.
- The penalty is modified as follows:
  - The driver's school requirement is rescinded;
  - The probationary period is amended to two (2) event weekends to begin with the next event he enters;
  - The three penalty points assessed against Mr. Dahl's competition license by the SOM remain in effect.

The appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.