CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 5, 2016

The Club Racing Board met by teleconference on April 5, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Chris Albin, consultant, and Lee Hill, guest, BoD. The following decisions were made:

Member Advisory

FE

1. #19375 (Formula/Sports Racing Committee) FE New Spec Tire
Thank you for your letters. The CRB recommends all FE competitors contact their Enterprise CSRs for information (where to purchase, pricing, setup suggestions, etc.) about the new American Racer spec tire.

The CRB thanks the following authors for their feedback: 19288 Ferrara, 19288 Maxwell, 19291 Smith, 19304 Corsico, 19307 Walthew, 19314 and 19363 Maxwell.

No Action Required

FP

1. #19211 (Curtis Wood) Please List Throttle Body Sizes for New Prod Classifications
Thank you for your request. The CRB and the Production Advisory Committee agree that stock throttle body sizes should be listed when classifying vehicles. All reasonable efforts will be made to obtain and list this information for current and new classified vehicles.

Not Recommended

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars
The Club Racing Board and American Sedan Advisory Committee recommend these cars remain classified in American Sedan.

The CRB thanks the following authors for their comments:
19003, Ted Warning; 19024, Scott Olsen; 19041, Mark Muddiman; 19072, Allison Palitz; 19101 Mark Wheaton; 19104, Tim White; and 19124, James Ray.

F5

1. #19366 (Jim Murphy) Motor Inequality
Thank you for your letter. The CRB, FSRAC and F5 Ad Hoc Committee continue to monitor the on track performance of the various engines in F5 and will adjust as needed.

GCR

1. #19142 (Chris Morgan) Furled Black Flag
Thank you for your letter. The current flag rules allow the needed flexibility to communicate with drivers. However, the CRB will send your comments to the Starters' Division Administrator Coordinator to share with the Divisional Administrators for starters.

2. #19161 (Marcia Ulise) Surface Condition Flag Definition
Thank you for your request for clarification. The definition for a debris flag is adequate as written. It is intended as an advisory flag to drivers that the track condition ahead has changed either due to slippery surface or obstacles and that caution is appropriate.

3. #19190 (Eric Heinrich) Runoffs Qualifications - Please Define
Thank you for your request for clarification. A participant is a driver who turns a wheel at any time during an event. If a driver participates only in a practice session, they should check with timing and scoring to ensure that they are listed as having participated. Requesting a copy of the results of a practice session is also a good idea.

FP

1. #18962 (Rick Haynes) Review the Lotus 7
Thank you for your request. To date this car has not shown dominance in FP. As a result, no competition data presently exists to warrant adjustment of this car.

2. #19055 (Philip Royle) Dual Class the 1986-'90 RX-7 in FP (Currently EP)
Thank you for your request. Based on the performance potential of the engine in this car, the weight at which the car would race to be within the performance envelope of FP would be excessive both with respect to other components of the car (for example the brakes) and for the accepted range in the class.

3. #19171 (Keith Church) Ford Mustang III (Foxbody)
Thank you for your request. There is no competition history for this car on which to base the impact of the requested change. The competitor is encouraged to campaign the car and provide results in support of this request if made in the future.

4. #19172 (Keith Church) Ford Mustang III (Foxbody) Front Brakes
Thank you for your request. Based on the research (see for example the IT specifications) conducted by the CRB and Production Advisory Committee, it is believed the brake specifications are correct and the diameters mentioned in the letter are not for the base model of this car (which is the model classed).

5. #19175 (Keith Church) Ford Mustang III (Foxbody) Alternate Head
Thank you for your request. If you submit documentation that the stock cylinder heads cannot stand up to the stress of competition, as well as how the suggested alternate heads compare to the stock heads, this request will be reconsidered.

HP
1. #19089 (Mike W. Ogren) Track Correction Please
Thank you for your letter. Based on the stock track specifications for these cars, adjusted using the Production formula, the only possible change would be to the rear track. The issue is the impact on the stock track dimension of the possible use of a different size wheel for a limited period of time by the manufacturer. If, in fact, the alternate wheel size was available, the increase in the width of the rear track is insignificant.

STL
1. #19260 (Bob Clark) Allow Honda/Acura B16 and B18 Cylinder Heads to be Interchanged
Thank you for your letter. The CRB is not prepared to allow mix-and-match of heads and bottom ends in STL at this time.

2. #19370 (Rich Walke) Weight Adjustment for Cars with Front Strut Suspensions
Thank you for your letter. The CRB does not wish to reduce STL's RWD adder for front strut-equipped cars. The CRB will continue to monitor class performance.

STU
1. #19162 (James Slechta) Eligibility of 1993 Nissan 300ZX Twin Turbo
Thank you for your letter. The CRB is not prepared to manage TIRs on twin-turbo cars at this time in STU. In order to compete in STU, it is recommended that the engine be converted to a single turbo per 9.1.4.1.B.2.

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.

FV
1. #19354 (Bruce Livermore) Allow Legitimate Repairs for FV
Thank you for your letter. If approved by the Board of Directors, the CRB recommends implementing this rule **6/1/2016**.

Add 9.1.1.C.5.D.37: *37. In addition to repairs and modifications specifically authorized in the FV rules, engine cases and cylinder heads may be repaired within the definition of "repair" in Appendix F. Technical Glossary. Any such repairs shall provide no competitive advantage and shall not allow the fitment of any alternate part unless specifically authorized in the FV rules.*

GCR
1. #18954 (Daniel Miklovic) Annual Technical Inspection
Thank you for your request. If approved by the Board of Directors, the CRB recommends implementing this change **6/1/2016**.

Change 5.9.2.A.:

5.9.2. Inspecting Automobiles
A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional*,* ~~or~~ National *or Senior* license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3.20.A.)

Recommended Items for 2017

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GCR

1. #19099 (Brett Whisenant) Docol R8 Tubing as an Alternative to DOM and 4130
Thank you for your request.

Change 9.4.F.1: 1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended), ~~or~~ alloy steel tubing (SAE 4130 or T45), *or Docol R8 tubing* must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

Change 9.4.5.C.1. Second Paragraph: Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

Change 9.4.5.C.2. Second Paragraph: Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by 080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

Change 9.4.5.E.4.a.: a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, ~~or~~ alloy steel tubing (SAE, 4130 or T45), *or Docol R8 tubing* shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

FP

1. #19150 (Keith Gillespie) Re-Classify 1999-2000 Honda Civic Si from EP to FP
Thank you for your request. Re-Classify this car from EP to FP with the following changes: *weights 2250, 2306 and 2363, compression ratio 11.0:1 and valve lift .450.*

Taken Care Of

AS

1. #19003 (Ted Warning) Response to WDYT #18888 RP Mustang
Thank you for your comments. Please see the response to letter #18888.

2. #19024 (Scott Olsen) Mustangs in Restricted Prep
Thank you for your comments. Please see the response to letter #18888.

3. #19041 (Mark Muddiman) WDYT 18888 - Do Not Support Removal
Thank you for your comments. Please see the response to letter #18888.

4. #19072 (Allison Palitz) WDYT #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

5. #19101 (Mark Wheaton) WDYT Letter 18888 RP Mustangs in AS
Thank you for your comments. Please see the response to letter #18888.

6. #19104 (Tim White) #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

7. #19124 (James Ray) American Sedan Committee Inquiry #18888
Thank you for your comments. Please see the response to letter #18888.

8. #19186 (Alex Szilagyi) SMG Mustang in American Sedan
Thank you for your letter. Please see the response to letter #18971, April 2016 Fastrack Minutes.

F5
1. #19390 (Jim Murphy) Addendum to Letter #19366 - Motor Inequality
Thank you for your letter. Please see the response to your letter #19366.

FE
1. #19252 (Michael Mueller) Formula Enterprise Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

2. #19288 (Dennis Ferrara) Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

3. #19289 (Clifford Maxwell) Proposed FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

4. #19291 (Daniel Smith) FE Spec Tire Change
Thank you for your letter. Please see the response to letter #19375.

5. #19304 (Jonathan Corsico) Proposed Tire Change
Thank you for your letter. Please see the response to letter #19375.

6. #19307 (Mark Walthew) Opposed to FE Tire Change from Hoosier to American Racing
Thank you for your letter. Please see the response to letter #19375.

7. #19314 (Carl Martin) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

8. #19363 (Clifford Maxwell) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

GCR
1. #19202 (Greg Amy) Opposed, Letter #18687 FIA Seat Back Braces
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

2. #19203 (Steve Linn) Opposition to April 2016 #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

3. #19208 (Brett Whisenant) Destruction of FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

4. #19209 (James Pettinato) Opposition to Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

5. #19210 (Scott Lunder) Opposition to Tech Bulletin Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

6. #19217 (Kenneth Brewer) Say No to Adding Seat Back Brace to FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

7. #19218 (Chuck Baader) Proposed Change, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

8. #19230 (Aaron Anselm) Against Technical Bulletin, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

9. #19313 (Tim Myers) Troubled by FIA Seat Back Brace Ruling
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

10. #19315 (David Gran) FIA Seat Rule
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

HP
1. #19082 (Steven Hussey) Correction to the HP Lotus 7/Lotus 7 America Rear Track
Thank you for your letter. Please see the response to letter #18745.

2. #19103 (Mike W. Ogren) VW Track Update
Thank you for your letter. Please see the response to letter #19089.

SM
1. #19222 (Scott Krzastek) Technical Bulletin, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

T1
1. #19194 (David Mead) Re: 18565 in April Prelim
Thank you for your letter. Please see the April 2016 Fastrack, letter #18565, as your requested items were added.

2. #19195 (David Mead) Letter 18880 Clarification
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

3. #19196 (Touring Committee) 2015 Mustang
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

4. #19201 (Touring Committee) 2015 T1 mustang
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

What Do You Think
STU
1. #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
The CRB is considering a rule change to wastegates/boost controllers in STU. Please provide feedback at http://crbscca.com

Add 9.1.4.1.B.9:
Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2016
NUMBER: TB 16-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/30/2016 unless otherwise noted.

American Sedan
AS
1. #19246 (John Blanchard) Classification of Dodge 2009 Dodge Challenger
In AS, classify as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Aluminum block, Aluminum heads), 2 valves/ cylinder	*116*	*2.97, 2.1, 1.46, 1.00, 0.74, 0.50*	*(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick*	*275 Tire: 3500 295 Tire: 3550*	*Max. Wheel Size 18 X 10. Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8". Compression Ratio: 9.7:1 max; Cylinder Bore, 3.9170 inches; Stroke, 3.5780 inches; Intake Valve Diameter, 2.050 inches; Exhaust Valve Diameter, 1.550 inches; Camshaft Lift @ Lobe, Intake (12 mm), Exhaust (11.7 mm), Camshaft Duration at .05 inches valve lift, (Intake, 192 degrees), (Exhaust, 196 degrees); Throttle Body Bore, 81 mm; Rocker Arm Ratio, 1.650:1. (Camshaft Lift tolerance .076 mm)* *Minimum ride height, 4.00 inches. Dodge 1GL20RXF and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted.*

B-Spec
None.

Formula/Sports Racing
FV
1. #19350 (Bruce Livermore) Clarification of FV Engine Valve Size Rules
In GCR section 9.1.1.C.5.D.11., remove the following language:
"The following standard dimensions are included for information only and must be observed:
a. Exhaust valve diameter: ~~1.102 or~~ 1.18 inches
b. Intake valve diameter: ~~1.18 or~~ 1.24 inches
c. Reprofiling of valves is not permitted."

P2
1. #19174 (Erik Skirmants) ESR in P2 Tire Rule Removal Request
Effective April 29th, 2016, remove GCR section 9.1.8.H.13. and re-number:
"13. ~~Tires~~
~~Tires must run in sets of 4 as stated below:~~
~~Hoosier R45, R45A, or R45B (SCCA Labeled) Compound~~
~~Front: PN: 43270, 21.5 in X 8.0 in X13.0 in~~
~~Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in~~
~~Hoosier Wet Compound~~
~~Front: PN: 44195, 21.5 in 7.5 in X 13.0 in~~
~~Rear: PN: 44217, 22.0 in 9.0 in X13.0 in~~
~~a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g.~~

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

GCR
1. #18098 (Paul MacFarlane) Novice Permit 2 Years to Complete Rule
In Appendix C, section 2.7.C, make the following changes:
"A Novice Permit holder who does not complete requirements to upgrade to a Full Competition or Vintage License by the expiration date of the Permit ~~must start over with no credit for previous schools or races~~ *may renew the Permit. Credit for schools or races completed in the previous 24 months will carry over to the renewed permit, if it is renewed within 3 months of the expiration date.*"

2. #18120 (Anne Kumor) Starter Defined in Two Places
In GCR section 3.1.1.C., make the following changes:
"Points are awarded to the top 20 ~~*finishers*~~ *starters* that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1."
In GCR section 3.7.3.A.1.a, make the following changes:
"Participate on track in a minimum of three separate U.S. Major Championship event weekends and have a minimum of three individual race ~~finishes~~ *starts*, all in the same class."
In GCR section 6.10.2, remove the language as follows:
"One of the following conditions must be met for a car to be considered a race starter ~~and receive credit for a finish~~."

3. #18121 (Anne Kumor) 6.10.2. Additions Unnecessary
In GCR section 3.1.1.C., make the following changes:
"Points are awarded to the top 20 ~~*finishers*~~ *starters that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1."

In GCR section 5.10.4.B.3., make the following changes to the second paragraph:
"A starter is defined *in Section 6.10.2.*~~as any car that has taken the green flag in a race~~. 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."

In GCR section 6.10., change the title as follows:
"TIMING LINE; STARTERS, ~~FINISHERS~~ *AWARDING OF POINTS*, AND WINNERS"
In GCR section 6.10.2., remove the following language:
"One of the following conditions must be met for a car to be considered a race starter ~~*and receive credit for a finish*~~."

4. #19345 (SCCA Staff) Update FIA Spec. for Safety Harnesses in Section 9.3.19.E.
In GCR section 9.3.19.E., make the following changes:
"All driver restraint systems shall meet one of the following: SFI
specification 16.1, 16.5, or FIA specification 8853/98*, 8853-2016* or 8854/98."

Grand Touring
None.

Improved Touring
None.

Production
1. #18745 (Steve Hussey) Lotus 7 Rear Track for H Production
In HP, Lotus 7 & 7 America, make the following changes:
Track: ~~50.9~~ *51.5*/~~52.0~~ *52.5*

1. #19416 (Production Committee) Valve Stem Dimension Rule
In GCR section 9.1.5.E.2.f.4., add the following language:
"Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. *The diameter of the portion of the valve stem between the bottom of the guide (with the valve on the seat) and the valve head may be up to .005" less than the stock diameter.* Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted."

Spec Miata
None.

Super Touring
ST
1. #19076 (Anthony Cuthbert) Optional Fiberglass Sunroof Panel
In GCR section 9.1.4.F.13., remove the following language and re-number:
"~~Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed.~~"

2. #19216 (Matt Wolfe) Fuel Pressure Regulator Placement
In GCR section 9.1.4.G.12., remove the following language:
"The location and type of the fuel pressure regulators are free ~~provided they are mounted within the engine compartment or the OEM location~~."

3. #19244 (SCCA Staff) Brake Corrections in ST and STL
In GCR section 9.1.4.2.E.1, remove the following language and re-number:
"~~Unless otherwise allowed in these regulations, all OEM brake system components must be used.~~"

STL
1. #18896 (Greg Amy) Approve SR20DET Block for RWD Nissan Use of SR20DE
In STL, Table B, classify as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Nissan SR20DE (USDM spec)	*chart*	*chart*	*SR20DET block, part number 10103-50FMO, allowed for purpose of installation in Nissan/ Infiniti RWD chassis only. All other components must meet STCS regulations.*

2. #19005 (Christopher Childs) Renesis Restrictor Change
In STL, Table B, Mazda Renesis, change the restrictor size in the notes as follows:
"No porting or port matching is permitted. ~~45mm~~ 55mm flat plate restrictor required."

3. #19151 (Keith Gillespie) Please Remove the Weight Penalty for the Honda B16A Engine
In STL, Table B, Acura/Honda B16A, make the following changes:
Platform: ~~Acura/~~Honda B16A *(JDM)*
Weight: Chart ~~+2%~~
Notes: "Must meet all STL engine regulations. *May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.*"

4. #19331 (adam jabaay) Please Allow the Use of the JDM Honda D15B Engine
In STL, Table B, classify as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda D15B (JDM)	*1493*	*Chart*	*Must meet all STL engine regulations. May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.*

5. #19389 (Kevin Ruck) Redundant Lines & Aluminum 2-piece Rotor Hats
In GCR section 9.1.4.N., remove the following language:
"Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. ~~Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type.~~ Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded."

In GCR section 9.1.4.N.8., add a new entry and re-number the old language accordingly:
"*Alternate brake rotors are allowed. Rotors may be 1- or 2-piece rotors made of ferrous material. If a 2-piece design hat and rotor is used, the hat must be made of ferrous or aluminum material. Rotors may be cross-drilled and/or slotted. Maximum allowed rotor sizes are noted within class specifications.*"

In GCR section 9.1.4.1.E.1., make the following changes:
"~~Rotors- 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 331mm in diameter, ~~or~~ 32mm in thickness ~~are permitted~~."

In GCR section 9.1.4.2.E.2., make the following changes (STL, April GCR, will be .1 in May version):
"~~Rotors- 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 300mm in diameter, ~~or~~ 28mm in thickness ~~are permitted~~."

STU
1. #19220 (Matt Spicuzzi) Add 04 - 09 S2000 to STU
In STU, Table B, Honda S2000, make the following changes:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda S2000	*2000*	*3100*	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm.
	2157	*3150*	

Touring
T1
1. #18872 (Touring Committee) T1 Viper E and O's
In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, 8300 OEM, remove the following language from the chassis notes:
"OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed ~~using (2) 52mm flat plate restrictors.~~"

2. #18874 (Touring Committee) Viper E and O's
In T1, Dodge Viper, incl. CompCoupe, ACR/ACR-X, 8300, remove the following language from the Chassis Notes:
"OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed ~~using (2) 33 mm flat plate restrictors.~~"

3. #19200 (Touring Committee) 2015 T1 mustang
In T1, Ford Mustang/ Thunderbird Coyote (2015-2016), make the following changes:
Platform: Ford Mustang/ ~~Thunderbird~~ Coyote *OEM* (2015-2016)
Displacement: 5000 *OEM*
Restrictor: ~~65mm flat plate restrictor required.~~

4. #19224 (Sean Reilly) Rule Contradictions
In GCR section 9.1.9.1.A.11, remove the following language:
"~~Fenders and wheel openings shall remain unmodified.~~"

5. #19406 (SCCA Staff) Ford Mustang Spec Lines
In T1, make the following changes due to the high number of engine options for the Ford Mustang/ Thunderbird:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird	2260	3000	44mm TIR	2.3 GTDI (2015 EcoBoost) Any aftermarket turbo allowed	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	3700	3200		Rotrex 38-81 Supercharger Permitted	Aftermarket K members are permitted.
	4000	3000		Rotrex 38-81 Supercharger Permitted	Aftermarket K members are permitted.
	4600	2800			Aftermarket K members are permitted. Ford Mustang/ Ford Mustang Challenge/ Thunderbird
	5000 Pushrod	2850			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote "CobraJet"	3525	(2) 50mm flat plate restrictors required.	12.5:1 compression allowed. Must use one of these approved throttle bodies: Ford Racing Part #M-9926-CJ65 or 07 - 14 FORD RACING MUSTANG GT500 SVT 60MM THROTTLE BODY ASSEMBLY M-9926-MSVT, Cobra Jet manifold permitted M-9424-M50CJ. T1 engine prep allowed at T1 rule limits.	Aftermarket K members are permitted.
	5000 "Cammer"	3350			Aftermarket K members are permitted.
	5000 Coyote	3475	70mm flat plate restrictor required.		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote Boss 302	3525	70mm flat plate restrictor required.	Allow Laguna Seca intake manifold and throttle body.	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote Boss 302 OEM	3425		Allow Laguna Seca intake manifold and throttle body.	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote (15-16)	3450	65mm flat plate restrictor required		Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.
	5400	3000			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5800	3120			Aftermarket K members are permitted. OEM independent rear suspension is permitted.

6. #18828 (Eric Thompson) Converting STU Vehicle to Run T1 or GT2/ST (STO)
In T1, classify the Toyota Celica Trac Turbo as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Toyota Celica All-Trac	*2000*	*2900*	*46 mm TIR*	*Alternate Turbo permitted*	

T2

1. #19197 (Touring Committee) 2015 mustang
In T2, Ford Mustang GT 5.0L (15-), make the following changes:
Weight: ~~3700~~ *3600*
Notes: "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*. ~~base weight. Stock brakes 352mm permitted -100lbs.~~ 53mm flat plate restrictor required."

2. #19239 (Peter Lewis) 5th Gen Camaro - Z/28 Rims
In T2, Chevrolet Camaro SS/1LE (10-14), change wheel size as follows:
~~20x10 (F)~~ *20x11 (F)*

T3

1. #19309 (Touring Committee) T3 Class Restructuring
Effective 6/1/2016, In T3 make the following changes:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
~~Acura TL Type S (07-08)~~	~~89.0 x 93.0 3471~~	~~2740~~	~~17 x 9~~	~~275~~	~~3.93, 2.48, 1.70, 1.25, 0.98, 0.77~~	~~3.29~~	~~(F) 310 Vented Disc (R) 282 Solid Disc~~	~~3600~~	~~H&R front springs (1027 lb/in) #180-60-180, rear springs (1827 lb/in) #120-60-320, and 24 mm rear sway bar Progressive Technology #62.0110 allowed. 48mm flat plate restrictor~~
Acura TL SH-AWD (10-13)	90.065 x 96.1 3664	2776	19 X 9 (F) 19 x 9 (R)	275	3.63, 2.12, 1.53, 1.13, 0.85, 0.69	3.84	(F) 320 x 28 Vented (R) 334 x 11 Solid	~~3550~~ *3600*	1000 lb. /in. springs maximum permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132. *50mm* ~~60mm~~ flat plate restrictor required.-
Audi S4 (10-11)	84.5 x 89.0 2995	2809	18 X 9 (F&R)	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40 mm* ~~46 mm~~ flat plate restrictor required. S tronic trans- mission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.
Audi S4 (12-14)	84.5 X 89.0 2995	2809	18 x 9 (F&R)	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40mm* ~~46 mm~~ flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted.
Audi S5 (13-14)	84.5 x 89.0 2995	2751	18 x 9 F&R	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.68	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40mm* ~~46mm~~ flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24 1.56 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted.
Audi TTS Coupe (10-11)	82.5 x 92.8 1984	2468	18 X 9 (F&R)	255	2.92, 1.96, 1.40, 1.03, 1.08, 0.87	4.77 (1-4) 3.44 (5-6)	(F) 340 Vented (R) 310 Vented	3200	~~32mm~~ *28mm* turbo inlet restrictor required. Max spring rate 600#/in front and rear.

BMW M3 (01-06)	87.0 x 91.0 3246	2731	18 x 9 (F) 18 x 9 (R)	275	4.23, 2.53, 1.67, 1.23, 1.00, 0.83	3.62	(F) 325 x 28 Vented Disc (R) 328 x 20 Vented Disc	~~3450~~ *3400*	Factory paddle shifter is permitted. Front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. ~~52mm~~ *40mm* flat plate restrictor required. Restrictor must be placed in the front of the fac- tory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allow 600 lb. max front and 650 lb. max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed.
BMW 135i (08-13)	*84.0 x 89.6 2679*	*2761*	*(F) 18 x 9 (R) 18 x 9*	*(F) 245 (R) 275*	*4.00, 2.40, 1.58, 1.19, 1.00, 0.87*	*3.08*	*(F) 348 Vented Disc (R) 336 Vented Disc*	*3400*	*ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.*
BMW 335i (08-13)	*84.0 x 89.6 2679*	*2761*	*(F) 18 x 9 (R) 18 x 9*	*(F) 245 (R) 275*	*4.00, 2.40, 1.58, 1.19, 1.00, 0.87*	*3.08*	*(F) 348 Vented Disc (R) 336 Vented Disc*	*3400*	*ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.*
BMW 330i/Ci (01-06)	*84.0 x 89.6 2979*	*2726*	*17 x 9 (F&R)*	*245*	*4.21, 2.45, 1.66, 1.24, 1.00*	*2.93*	*(F) 325 x 28 Vented Disc (R) 325 x 20 Vented Disc*	*3235*	*Max spring rate 600#/in front and rear. 27mm F max, 24mm R max sway bars are permitted.*
BMW SpecE46				*225*				*2950*	Must conform to all SpecE46 rules in Appendix N. *SpecE46 spec tire permitted per SpecE46 appendix rules.*
BMW Z4 3.0L (03-04)	*84.1 x 89.7 2986*	*2494*	*17 x 8 (F&R)*	*245*	*4.35, 2.50, 1.66, 1.24, 1.00, 0.85*	*3.07*	*(F) 300 Vented Disc (R) 294 Vented Disc*	*3000*	~~*Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.*~~
BMW Z4 M Coupe (2007)	87.0 x 91.0 3246	2497	18 x 9	275	4.35, 2.50, 1.67, 1.23, 1.00, 0.85	3.62	(F) 345 Vented Disc (R) 328 Vented Disc	~~3450~~ *3400*	Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. *40mm* ~~51mm~~ flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of 600 lb. max front, 650 lb. max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed.
BMW Z4 3.0si Coupe (07-08)	85.1 x 87.9 2996	2495	18 x 9	~~275~~ *245*	4.35, 2.50, 1.66, 1.23, 1.00, 0.85	Roadster: 3.23 Coupe: 3.46.	(F) 325 x 12.8 Vented Disc (R) 294 x 11.6 Solid Disc	~~3100~~ *3200*	Rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm. Max spring rate F: 600lbs, R: 650lbs.
~~Buick Regal (2011-)~~	~~86.0 x 86.0 1998~~	~~2631~~	~~18 x 8~~	~~255~~	~~3.38, 1.76, 1.18, 0.89, 0.70~~	~~4.05~~	~~(F) 315 Vented Disc (R) 292 Solid Disc~~	~~3000~~	~~36mm Turbo Inlet Restrictor required Front control arms # CCS636 and CCS637 permitted. Any spring up to a maximum spring rate of 800 pounds may be used.~~
Cadillac ATS (2015)	86.0 x 86.0 1998	2775	18 x 9	275	4.12, 2.62, 1.81, 1.30, 1.00, .080	3.27	(F) 321mm (R) 315mm	~~3300~~ *3300*	~~37mm~~ *32mm* TIR required. GM 23497689 package springs allowed. 23315239 sway bars allowed. Lower front bumper running lights/ decorative bars removal allowed.
Chevrolet Camaro V6 (10-15)	94.0 x 85.6 3564	2853	~~18 x 10~~ *18 x 9*	275	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	(F)337 x 30 Vented Disc (R) 315 x 23 Vented Disc	~~3500~~ *3450*	800lb max spring F&R. SS front fascia, spoiler allowed. 1LE-SS Track Pack permitted part #23123398. Tower Brace 22756880, red. TPR rear upper shock mount #22122, Pfadt lower control arm reinforcement # 1410135, # 009-92200, Brake Kit SS (p/n 23120542) or 2011 cars adaptor kit p/n (23484878). *50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs*
Chevrolet Cobalt (05-07)	86.0 x 86.1 1998	2629	18 X 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	~~3050~~ *3100*	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.

Chevrolet Cobalt SS (08-10)	85.3 x 86.1 1998	2631	18 x 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.70	3.82	(F) 315 Vented Disc (R) 292 Solid Disc	~~3050~~ *3100*	Rear sway bar max 42 mm (body and suspension mounting same as OEM), GM Part #55206797 sensor allowed, and any spring up to a maximum spring rate of 800 pounds may be used. Front control arms # CCS636 and CCS637. Turbo Inlet Restrictor 35mm. ~~*ZZP intercooler #ZZ-LNFIC permitted.*~~
Dodge SRT-4 (03-05)	88.0 x 101.1 2458	2667	17 x 8 (F&R)	~~255~~ *245*	3.47, 2.05, 1.37, 0.97, 0.76	3.53	(F) 280 Vented Disc (R) 220 Solid Disc	3000	C & R Heavy Duty Radiator a/ Spal fan, part # 4051110300-DP allowed. 35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Rear sway bar max 42 mm (body and suspension mounting same as OEM), 328mm Max front rotor with 4 piston caliper allowed.
Ford Focus ST (2013-)	87.5 x 83.1 2000	2649	18 x 8 (F&R)	~~255~~ *245*	3.38, 2.00, 1.32, 1.00, 0.675	3.xx	(F) 315 Vented Disc (R) 292 Solid Disc	3100	35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM)
Ford Mustang Mach I (03-04)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275	3.38, 2.00, 1.32, 1.00, 0.62	3.55	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3500	Bullitt springs allowed p/n 1R3Z-5310-CA (F), 1R3Z-5560-AA ®. Steeda springs (F) 223-121-1000, (R) 223-SAM350RSR, rear sway bar 006- 470, front sway bar bushings 122-4-5135-G, strut brace 555-5714, clutch cable 555-7041 and 555- 7025, Cobra R brakes permitted. A flat plate restrictor with two 40 mm holes required directly behind throttle body.
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275	3.38, 2.00, 1.32, 1.00, 0.675	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	~~3400~~ *3450*	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway bars M-5490-A, damper kit M-18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M- 18183-C allowed. An Aluminum driveshaft is al- lowed. Rear Axle Cover #M-4033-K, Spring Kit #M- 5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M- 5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.
Ford Mustang GT (01-04) incl. Bullitt (2001)	90.2 x 90.0 4601	2573	17x9 (F&R)	275	3.37, 1.99, 1.33, 1.00, 0.67	3.27	(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc	~~3300~~ *3350*	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.
Ford Mustang V6 (11-14)	(95.490) x (86.70) / 226 CID	107.1	~~18 x 10~~ *18 x 9*	275	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31 or 3.55	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3425	The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M-4033-K, max spring rate of 500 lbs. /in. front, 300 lbs. /in. rear (rear spring relocation to shock permit- ted), Strut Tower Brace #M-20201-F, Sway bar Kit#M-5490, Jounce Bumper Kit # M-5570-A, Pan- hard Bar #M-4264-A,Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M- 3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Drive-shaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. ~~Cold air kit #JLT CAIFMV6-11 permitted.~~ GT/CS Front Fascia #BR3Z-17626-AA, or CR3Z-17626-AB, GT/CS front bumper cover #AR3Z-17D957-BA, al- lowed if used with front fascia, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted. *50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs.*
Honda S2000 (all) (00-09)	87.0 x 90.7 2157	2400	17 x 8.5 (F/R)	~~*(F) 245 (R) 275*~~ *(R) 245*	3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76	4.1	(F) 300 Disc (R) 282 Disc	2.0L @ ~~*2750*~~ *2825* 2.2L @ ~~*2800*~~ *2925*	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. CR front fascia, rear deck lid, and wing are permitted. Spring rate 600 lbs. /in. maximum allowed. Updating and backdating of flywheels between engine types is prohibited. *2.2L engine 54mm flat plate restrictor required.*
Hyundai Genesis Coupe (2010-)	86.0 x 86.0 1998	2819.4	19 x 8 (F) 19 x 8 (R)	~~255~~ *245*	4.23, 2.47, 1.67, 1.23, 1.00, 0.79	3.91	340.4 (F) 330.2 (R)	3200	~~31mm~~ *32mm* Turbo Inlet Restrictor required; Track Pack allowed

~~Infiniti G35 (03-08)~~	~~95.5 x 81.4 3498~~	~~2649~~	~~18 x 9 (F) 18 x 10 (R)~~	~~275~~	~~3.79, 2.32, 1.62, 1.27, 1.00, 0.79~~	~~3.54~~	~~(F) 296/324 Vented Disc (R) 292/332 Vented Disc~~	~~DE Motor: 3300 HR Motor: 3400~~	~~The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RSZ3OUS.~~
~~Lotus Exige S / S220 / Elise SC (07-10)~~	~~82.0 x 85.0 / 1796~~	~~2301~~	~~16x6.5 (F) 17x7.5 (R)~~	~~215 (F) 245 (R)~~	~~3.17, 2.05, 1.48, 1.17, 0.92, 0.81~~	~~4.53~~	~~(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc~~	~~2350 S220: 2500~~	~~The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be re- placed with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 al- lowed. Lotus Exige (2006) may be supercharged by meeting all specifications in this classification.~~
Lotus Elise (05-10)	82.0 x 85.0 1796	2301	16x8 (F) 17x8 (R)	215 (F) 245 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	~~2150~~ *2300*	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator sys- tem part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed.
Lotus Exige (2006)	82.0 x 85.0 1796		16x6.5 (F) 17x7.5 (R)	215 (F) 245 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	~~2150~~ *2300*	The floor may be modified to facilitate the roll- cage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part #ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Swaybar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 al- lowed. Sector 111 Eliminator V3 permitted to re- place rear panel.
Mazda Mazdaspeed3 (07-09)	87.5 x 94.0 2260	2639	18 x 8 (F & R)	~~255~~ *245*	3.54, 2.24, 1.54, 1.17, 1.09, 0.85	1-4: 3.94 5-6: 3.35	(F) 300 Vented Disc (R) 280 Solid Disc	~~3000~~ *3100*	35mm Turbo Inlet restrictor required. 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
Mazda Mazdaspeed3 (10-13)	87.5 x 94.0 2260	2309	18 x 8 (F & R)	~~255~~ *245*	3.21, 1.91, 1.37, 1.03, 0.95, 0.79	1-4: 4.19 5-6: 3.53	(F) 320 Vented Disc (R) 300 Solid Disc	~~3000~~ *3100*	35mm Turbo Inlet restrictor required. 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.
Mazda MazdaSpeed Miata (04-05)	83.0 x 85.0 1839	2266	18 x 8 (F) 18 x 8 (R)	245	3.76, 2.27, 1.65, 1.26, 1.00, 0.84	4.10	(F) 269 Vented Disc (R) 277 Solid Disc	2600	Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed. Mazdaspeed radiator part #0000-01-5503 and suspension kit #K-SPEC-M5-SUS9 allowed. Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed. Bell Engineering (BEGi) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware.
Mazda MX-5 Cup	87.4 x 83.1 2000	2330	17 x 7	225	3.82, 2.26, 1.64, 1.18, 1.00, 0.83 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.79	4.10	(F) 290 (R) 280	2600	Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.
Mazda MX-5 Global Cup Miata (2016)	2000	90.9	17 x 7	205	5.09, 2.04, 2.99, 1.59, 1.29, 1.00	2.87	(F) 280 Vented (R) 280 Solid	2370	Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix.

Mazda MX-5 Miata (2016)	2000	2309	17 x 7	245	5.09, 2.99, 2.04, 1.59, 1.29, 1.00	2.87	(F) 280 Vented (R) 280 Solid	2520	Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted.
Mazda RX-8 Base/R3 (04-12)	2600	2703	TBA	255	3.76, 2.27, 1.65, 1.19, 1.0, .084 or 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	~~2850~~ *2900*	Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted.
Mazda Spec MX-5									Car must comply with the SCCA Mazda Spec MX-5 rules found in GCR section 9.1.11.
~~Mitsubishi Lancer Ralliart (09-11)~~	~~86 x 86 1998~~	~~2635~~	~~18 x 8~~	~~265~~	~~3.15, 1.94, 1.39, 1.06, 0.81, 0.63~~	~~4.06~~	~~(F) 305 Vented disc (R)278 Solid disc~~	~~3400~~	~~37mm turbo inlet restrictor required. Springs up to 800 #/in allowed. Rear sway bar max 42 mm (body and suspension mounting same as OEM.~~
~~Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06)~~	~~85.0 x 88.0 1997~~	~~2624~~	~~18 x 10~~	~~275~~	~~2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69~~	~~4.53~~	~~(F) 320 / 350 Vented Disc (R) 300 / 330 Vented Disc~~	~~3300~~	~~AMS front and rear springs #AMS-SCCA01 or #AMS-SC- CA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs. / in, (R) 900 lbs. /in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed. AMS Mitsubishi Lancer Evo VII/ VIII/ IX Front Mount Intercooler allowed. 35mm TIR restrictor required.~~
Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)	95.5 x 81.4 3498	2649	18 x 9 (F) 18 x 10 (R)	~~275~~ *245*	3.79, 2.32, 1.62, 1.27, 1.00, 0.79	3.54	(F) 296/324 Vented Disc (R) 292/*323* Vented Disc	DE Motor: ~~3200~~ *3300* HR Motor: ~~3450~~ *3300*	The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit#99996-RSZ3OUS. SPC Control Arms 72125 allowed. Springs up to 700 lbs. /in. allowed front and rear. *HR Engine: Two 40mm flat plate restrictors required.*
Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08)	*95.5 x 81.4 3498*	*2649*	*18 x 9 (F) 18 x 10 (R)*	*245*	*3.79, 2.32, 1.62, 1.27, 1.00, 0.79*	*3.54*	*(F) 296/324 Vented Disc (R) 292/323 Vented Disc*	*DE Motor: 3350 HR Motor: 3350*	*Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed. HR Engine: Two 40mm flat plate restrictors required.*
Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	~~275~~ *245*	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	~~3425~~ *3300*	5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. 2 - ~~50mm~~ *40mm* flat plate restrictors required. SPC Control Arms 72125 allowed.
Pontiac Solstice GXP Coupe / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 8	245	3.75, 2.26, 1.51, 1.00, .73	3.73	(F) 296 Vented (R) 278 Solid	~~3200~~ *3250*	Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. 32mm TIR required.
Porsche Boxster S (00-04)	92.9 x 77.9 3179	2415	18 X 8 (F) 18 x 8 (R)	~~275~~ *245*	3.82, 2.20, 1.52, 1.22, 1.02, .84	3.44	(F) 318 x 28 Vented (R) 299 x 24 Vented	~~3200~~ *3250*	
Saturn Ion Redline (04-07)	86.0 x 86.1 1998	2629	18 x 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	~~2950~~ *3050*	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit #CCS644. Griffin radiator #9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.

Saturn Sky / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 8	245	3.75, 2.26, 1.51, 1.00, .73	3.73	(F) 296 Vented (R) 278 Solid	~~3200~~ *3250*	Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. ~~31mm~~ *32mm* TIR required.
Subaru WRX TR (06-07)	*99.5 x 79.0 2457*	*2525*	*17 x 8*	*245*	*3.17 1.88 1.30 0.97 0.74*	*4.11*	*(F) 292 Vented Disc (R) 287 Vented Disc*	*3360*	*~~35 mm~~ ~~38mm~~ Turbo Inlet Restrictor is required. Any spring up to 800 lbs. may be used. Nukabe non-adjustable swaybars (F) 667311a22 and (R) 666311bj22 allowed.*
Subaru WRX (11-14)	99.5 x 79.0 2457	2624	17x8	245	3.17 1.88 1.30 0.97 0.74	3.90	(F) 326 (R) 316	3350	Whiteline 24mm front and 22mm rear sway bars allowed. STI Brembo brake package allowed. Max F/R spring rate 500 lb. /in. ~~36mm~~ *35mm* Turbo inlet restrictor required.
Subaru WRX STI (03-07)	99.5 x 79.0 2457	2540	18 X ~~10~~ 9	275	3.64 2.38 1.76 1.35 0.97 0.76	3.90	(F) 323 Vented Disc (R) 313 Vented Disc	3400	The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCASTiST1 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Mo- tors spring package part BMI-T2SP1, permitted. Max spring rate (F) 800 lbs. /in, (R) 900 lbs. /in. Aftermarket Intercooler allowed. 35mm TIR required. *18x10 wheels allowed +100 lbs.*
Toyota Camry (11-15)	3.70" x 3.27" 211.0	109.3"	18 x 9	275	3.30, 1.90, 1.42, 1.00, 0.71, 0.61	3.46	F: 11.65 (vented) R: 11.0 (solid)	~~3300~~ *3350*	
Volkswagen GTI, Jetta GLI (06-10)	82.5 x 92.8 1984	2578	18 x 8	~~255~~ *245*	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	DSG: 4.10 / 3.14 STD: 4.00, 3.09	(F) 312 Vented Disc (R) 286 Solid Disc	*DSG @ 3130 STD @ 3100*	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.
~~Volkswagen Passat 3.6 VR6 (2012-)~~	~~88.9 x 96.5 3588~~	~~2804~~	~~18x8 Alum~~	~~255~~	~~2.92 1.79 1.19 0.83 0.86 0.69~~	~~4.77 / 3.44~~	~~(F) 312 Vented disc (R) 272 Solid Disc~~	~~3450~~	~~Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 lbs. may be used. Cold Air Kit allowed. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color.~~
Volkswagen GTI (2013)	82.5 x 92.8 1984		18 x 8.5	245	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	DSG: 4.10 / 3.14 STD: 4.00, 3.09	(F) 312 Vented Disc (R) 288 Solid Disc	*DSG @ 3130 STD @ 3100*	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.

T4

1. #19231 (Stan Czacki) Alternate Front Sway Bar- Acura RSX/RSX-S

In T4 Acura RSX/ RSX Type-S (02-06), make the following changes to the notes:

"~~TThe~~ *The* following items must remain stock: original wheels. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used. Header allowed~~,~~. Front strut tower brace allowed~~,~~. *Alternate 27mm (max) front sway bar allowed,* 32mm OEM style and configuration rear sway bar allowed. OBD2 requirement for ECU does not apply. 55mm flat plate restrictor required."

2. #19249 (Touring Committee) 2016 MX5

In T4, Mazda MX-5 Miata (2016), make the following changes:

Platform: Mazda MX-5 Miata*/Club* (2016)

Wheel Size: ~~16x6.5~~ *17x7*

Add to the notes: "*The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mark Montero vs. SOM
COA Ref. No. 16-01-SE
March 31, 2016

FACTS IN BRIEF
On February 14, 2016, at the Sebring Cabin Fever Cure race for Group 4, Leland Miller, Assistant Chief Steward, filed a Request for Action (RFA) against Patrick Bennetts, FB #63, for passing multiple cars and the Pace Car under a full course yellow flag condition.

The Stewards of the Meeting (SOM), John Switzer, Wayne Quick, Jack Hanifan, Steve Gauding, and Michael Finn, Chair, met, reviewed the evidence, and heard testimony from three witnesses. The SOM determined Mr. Bennetts violated 2016 General Competition Rules (GCR) 6.1.1.B and 6.6.2.B, as cited in the RFA. The Court of Appeals notes the decision section of the RFA cites a portion of the penalties imposed rather than a decision on the violations and does not list the GCR sections Mr. Bennetts violated. Mark Montero, Chief Steward, appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on March 10, March 24 and March 31, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Mark Montero received February 23, 2016
2. Email from Mark Montero received March 2, 2016
3. Edited video from Mark Montero received March 2, 2016
4. Official Observers Report and related documents, received March 4, 2016
5. Email from Michael Finn, SOM Chairman, answering questions posed by the COA received March 21, 2016

FINDINGS
On February 23, 2016, Mr. Montero filed an appeal contesting the wording used on the Probation Notification (dated February 14, 2016) sent to SCCA Club Racing. On March 2, 2016, Mr. Montero followed with a second email letter requesting the COA reopen and revise the SOM ruling. In his second letter Mr. Montero stated the penalties imposed by the SOM were too lenient based on Mr. Bennetts' driving conduct. Mr. Montero submitted edited video evidence that he contends supports imposition of additional penalties.

The wording with which Mr. Montero takes exception is that portion of the Probation Notification that is forwarded to the SCCA Club Racing Department. At issue is the inclusion of the phrase "and/or."

The "Probation Notification (for national office) does include an "and/or" phrase that may lead to misunderstanding. However, in this instance, the COA finds the SOM clearly stated "no racing until completion of a SCCA drivers' school" in the Request for Action decision section and repeated the decision wording on the Probation Notification. While the SOM did not cross out "or" on the Probation Notification form, the intent of the ruling is clear.

In addition, wording on the Request for Action - Hearing and Decision page stipulated Mr. Bennetts was to work three sessions on a corner station as part of his probation. However, that was not stated on the notification form sent to SCCA Club Racing and the SOM was unable to conclusively confirm that it was conveyed to Mr. Bennetts on his notification.

There is no disagreement that Mr. Bennetts' failure to abide by the Full Course Yellow Flag condition violated the GCR and that he was on probation from an earlier event in 2016. Documentation in the file clearly reflects the SOM fully considered his failure to follow the rule, the severity of his actions, and that he was on probation in arriving at their ruling.

DECISION
The SOM imposed penalties within the authority granted by the GCR based on a full understanding of the facts. The Court of Appeals upholds the ruling of the SOM and affirms the probation penalty with the following stipulations:

Before being allowed to resume competition, Mr. Bennetts must satisfactorily complete the SCCA sanctioned and conducted drivers' school imposed under the probation of January 15, 2016. Mr. Bennetts may fulfill this requirement with a traditional drivers' school (GCR 3.1.3) or an alternative drivers' school (GCR 3.1.3.C; GCR Appendix C.2.7.E.3). Upon return to competition, Mr. Bennetts must serve a six (6) event weekend probation.

The COA recommends that the National Executive Steward and the Club Racing Department review the Probation Notification form and revise as deemed appropriate.

Mr. Montero's appeal is well founded. The full appeal fee will be returned to Mr. Montero.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Thomas Hart vs. SOM
COA Ref. No. 16-02-SE
April 7, 2016

FACTS IN BRIEF
On March 12, 2016, at the March Into Spring event at Virginia International Speedway, Thomas Hart, driver of ceSM #44 filed a protest against Shawn Hinds, driver of IT7R #8. Mr. Hart alleged that Mr. Hinds committed multiple GCR violations, and in doing so, caused a multi-car incident at the start of the Endurance Championship Racing (ECR) Race 1.

The Stewards of the Meeting (SOM), James Shoemaker, Chris Current, Tony Broglin, and John Willes, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed three videos. The SOM determined there was insufficient evidence to uphold the protest. Mr. Hart appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on March 31 and April 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Thomas Hart, received March 19, 2016.
2. Video from SM #26 posted on YouTube on March 13, 2016.
3. Official Observers Report and related documents, received March 24, 2016.
4. Video from Car #13, Car #44, and Car #48, received on March 29, 2016.
5. Response from Shaun Hinds, received on March 31, 2016.
6. Additional input from James Shoemaker, received April 3, 2016.
7. Additional input from John Willes, received April 6, 2016.

FINDINGS
Mr. Hart's protest states that in conducting a pass on Car #74, Mr. Hinds in Car #8 left the racing surface, violating GCR 6.11.3. Upon returning to the course, Mr. Hinds failed to avoid contact with other racers and deprived others of racing room due to an abrupt change in direction, thus violating GCR 6.11.1. sections A, B, C, and D. The SOM disallowed the protest. Mr. Hart reasserted those claims in his appeal, and provided a video from Car #26 in support of those claims. The video was not available at the time of the initial protest hearing.

The three videos obtained by the SOM afforded good views from slightly different angles of the events leading up to the multi-car incident, which started with contact between Car #8 and Car #74. Two of the videos showed that as the field was accelerating after the green flag, Car #74's brake lights were on. Car #26 went partially off course and passed Car #74 on the left; Car #8 followed after first tapping his brakes. When Car #8 attempted to return to the course, Car #74 had moved to the left and contact occurred. This caused both Car #8 and Car #74 to lose control. Several other cars were caught up in the melee. The SOM determined that Car #26 and Car #8 leaving the paved course was an attempt to avoid Car #74 who was not accelerating or up to speed. They were unable to assign sole responsibility for the initial contact and resulting multi-car incident to Mr. Hinds based on available evidence and testimony. Therefore, they disallowed Mr. Hart's protest.

The COA reviewed the three videos examined by the SOM and affirmed the sequence of events above. In addition, the fourth video provided via a YouTube link by Mr. Hart, demonstrated that while both Car #26 and Car #8 went partially off course avoiding Car #74, as Car #8 attempted to return to the pavement, Car #74 was moving slightly to the left and there became less than a car width of track available. The COA also notes Car #8 did not try to complete the pass of Car #74, but attempted to return to the paved surface at the earliest suitable opportunity. His actions in doing so were not inappropriate, abrupt, or aggressive. The COA agrees that responsibility for the incident does not rest solely with Mr. Hinds.

DECISION
The Court of Appeals upholds the decision of the SOM. The COA finds that Mr. Hart's appeal is well founded. The appeal fee less the amount retained by SCCA will be returned to Mr. Hart.

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | April 12, 2016

Expected Participants:
Chuck Deprow (MidWest), Dave Deborde (NorPac), Lee Hill (BoD), Matthew Yip (NorthEast), Tony Machi (Central)

Reports:

- Board of Directors Report
  - Website updates
    - Social Media approach

Ongoing Business:

- 2017 Time Trials Rules
  - Changes/Revisions
    - Helmet Rules
- SCCA website
  - Time Trials page
- Novice TT Permit issuance
  - Language clarification
    - Change to allow anyone in Region to issue Permit

New Business:

- Convertibles
  - Review list of vehicles with factory rollover protection