Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Club Racing Board

CLUB RACING BOARD MINUTES | December 3, 2019
The Club Racing Board met by teleconference on November 5, 2019. Participating were Peter Keane, Chairman; David Arken, Tony Ave, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
F
1. #27905 (James Rogerson) F4 into FX
Thank you for your letter. The Club Racing Board appreciates your comments.

FA
1. #27516 (JEREMY HILL) Request to Balance FA and FB
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

2. #27544 (DAVID OLEARY) Concerns About Grouping With FA
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

3. #27785 (Greg Pizzo) Allow Mods to Current FB Rules So That F1000/FB Is Competitive
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

4. #27789 (Dave Caswell) FB/FA Integration for 2020
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

5. #27792 (S. Jay Novak) Request for Engines for FB Cars Integrated Into FA
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

6. #27799 (Mark Nixon) Considerations for FB Joining FA in 2020
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

7. #27866 (Thomas Copeland) F1000 - FA Parity
Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

8. #27893 (Mark Milazzo) Request to be included in new Formula X Class
Thank you for your letter. The Club Racing Board will consider classification of the Formula Speed2.0 in the FX class once complete specifications have been supplied.

FC
1. #27872 (Steve Thomson) Support for FX
Thank you for your letter. The Club Racing Board appreciates your comments.

FM
1. #27964 (Robert Wright) Support for FX Class
Thank you for your letter. The Club Racing Board appreciates your comments.

P2
1. #27815 (Chuck Bona) Request for No Reduction in Prototype 2 Performance
Thank you for your letter. The P1 and P2 classes were intended to occupy different spheres of competition, with P1 conceived as the premier class promoting advanced technology and innovation, and P2 envisioned as a lower-cost alternative through restrictions on chassis materials, engine power, and vehicle aerodynamics. One of the purposes of the differing class philosophies was to maintain a performance gap sufficient to justify having two classes. The Club Racing Board uses an SCCA-developed Power Factor formula (PF = Weight/Peak HP + Peak Torque/2) to set the weight and power parameters for classes such as P1 and P2, and periodically collects on-track data to confirm that cars in the same class have similar rates of longitudinal acceleration from approximately 60 to 100 mph, before a significant impact from aerodynamic drag comes into play.

The Power Factor numbers developed for P1 and P2 initially provided a sufficient performance gap between the classes, but over time this gap eroded, and in late 2018 the Club Racing Board announced adjustments to several P2 platforms to restore a proper gap between the classes. This was the first significant adjustment since the P2 class was inaugurated in 2014. Before announcing and implementing these adjustments, the FSRAC and the CRB arranged for the motorcycle engine builder who developed the P2 restrictor for the SCCA to test the new smaller restrictors and build ECU maps for the proposed changes. A comparison of the P1 and P2 lap times at the 2019 Runoffs shows that the adjustments have had their intended effect, and there is currently no plan to make a further across-the-board performance envelope change to the P2 class.

An individual adjustment to the stock 1.0 liter platform is not warranted at this time. There have been no creditable stock 1.0 liter efforts in several years, and the available dyno data fully supports the current restrictor size and minimum weight for this platform. If a competitor fields a representative stock 1.0 liter effort during the 2020 season, the Club Racing Board will collect on-track data to assess the car's rate of longitudinal acceleration relative to other P2 cars and, if warranted, make appropriate adjustments to the platform. Likewise, an adjustment to alter the balance of performance between cars with automotive-based engines and those with motorcycle-based engines is not supported by the data collected during the 2019 Runoffs, where the leading examples of each type of car were closely grouped both on track and in terms of their rates of longitudinal acceleration below 100 mph. The Club Racing

Board will continue to monitor class performance and will make individual changes based on credible performance data.

2. #27913 (Tim Day Jr) Enterprise Sports Racer Parity
Thank you for your letter. Please see the responses to letter #27815 in this Fastrack and letter #27869 in this Fastrack's Technical Bulletin.

GCR
1. #27053 (Richard Kulach) Request for Rain light Requirements-Multi Class Racing Groups
Thank you for your letter. Please see the responses to letter #27815 in the July 2019 Fastrack.

2. #27780 (Gregory Cirillo) Comment on Body Contact Review
Thank you for your letter. The Road Racing department is working to develop guidelines that will assist drivers and race officials in better understanding racing incidents. We will include your advice in the development of these guidelines.

GT1
1. #27752 (Matthew Miller) Request to Reduce Weight Added for Use of Sequential Transmission
Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

2. #27760 (David Pintaric) Request sequential transmission weight penalty reduction
Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

3. #27761 (David Pintaric) Request for reduction in weight penalty for 18
Thank you for your letter. Please see the response to letter #27751 in this Fastrack's Technical Bulletin.

GT2
1. #27652 (Danny Lowry) Request for Paddle Shifter on Porsche 997.2 GT3 Cup
Thank you for your letter. Paddle shifter is already allowed with a 100 lb. weight penalty.

GT3
1. #27625 (Michael Lewis) Request BoP clarification
Thank you for your letter. Please see the response to letter #26958 in this Fastrack's Technical Bulletin.

GTL
1. #27716 (Troy Ermish) Request for Help for Older Sedans
Thank you for your letter. Age and aero is not allowed for in the classification process.

Strategic
1. #27321 (Armen Megregian) Request for Future Runoffs at Watkins Glen
Armen, thank you for your thoughts about holding the Runoffs at Watkins Glen. This is a great facility and we look forward to the Hoosier Super Tour event held at this iconic venue each year. Participation and enthusiasm are very high and many racers and workers enjoy the excitement Watkins Glen brings with the history that surrounds the entire geographical area. We appreciate your input.

T2
1. #26939 (Mark Boden) Tire Size in T2
Thank you for your letter. Recent changes have been made to the class to improve BOP. We will continue to monitor the class.

2. #27699 (William Moore) 2014 T2 Camaro Weight Adjustment and Restrictor Plate - GCR 651
Thank you for your letter. The TAC has made changes to the class and we'll continue to monitor the class.

3. #27749 (Ron Randolph) Request for more T2 Cars in 2020
Thank you for your letter. Changes have been made to the class to improve competition. If you have any specific ideas, please send them in for consideration.

Not Recommended
B-Spec
1. #27221 (David Oliveira) Request for Exhaust Wrap Material for Header
Thank you for your letter. After further research we have found the stock heat shield can be used.

2. #27720 (G. Brian Metcalf) Allow 2014 to Present Base Model Mini Cooper in B-Spec
Thank you for your letter. Turbo model cars are not allowed in B-spec racing at this time.

P1
1. #27867 (Jeff Shafer) Sealed Elan Engine
Thank you for your letter. The Club Racing Board does not recommend this change. On-track performance shows that the sealed DP02-spec 2.0L MZR engine is not within the performance envelope of the P1 class, but suitable modifications to the 2.0L engine will allow it to be competitive using the required Single Inlet Restrictor.

SRF3
1. #27657 (Mark Peyser) Request for Wheel Tethers
Thank you for your letter. The Club Racing Board does not recommend this change at this time. While wheel tethers have become relatively common in professional racing series, implementation of such a requirement in all open-wheel and sports-racing classes in the SCCA road racing program could not be readily accomplished at this time. Unlike professional racing series, which often use a single, spec chassis and typically involve a relatively small number of sponsored competitors, the SCCA road racing program includes dozens of chassis variations and hundreds of competitors of varying means. Wheel tethers are

not commercially available for every chassis type in the road racing program and therefore would likely need to be custom-made for each application. In addition, the SCCA's volunteer technical staff does not have the resources to verify proper fitment of custom-made wheel tethers on each and every chassis variation that exists in the road racing program.

GCR

1. #27610 (Charles Tanck) Request to Put Wheelbase On All Cars
Thank you for your letter. This is a local issue, other regions have platform scales and/or bridge ramps that do not require movement of scales due to changes in wheelbase.

GT3

1. #27666 (Richard Smith) Disenfranchised GT2 Mazda RX7 Weight Penalty
Thank you for your letter. The disenfranchised GT2 cars running in GT3 penalties are appropriate as currently written.

2. #27667 (Richard Smith) Disenfranchised GT2 Mazda RX7 Restrictor Size
Thank you for your letter. Disenfranchised GT2 running in GT3 penalties are appropriate as currently written.

GTL

1. #27406 (James Gregorius) Request 12a Rotary SIR Increase
Thank you for your letter, The SIR is felt to be proper for current class balance, the Club Racing Board will continue to monitor the class.

FP

1. #27549 (David Boles) 93-98 Volkswagen Golf Help
Thank you for your letter. The requested allowances are not recommended, as an alternate intake manifold and larger valves are outside the philosophy of Limited Prep.

HP

1. #27838 (Greg Amy) Request to Classify Porsche 914 2L in HProd
Thank you for your letter. This classification is not recommended at this time, as 2.0L is considered too much displacement for HP. The Production Committee would like to see the 914-4 1.8L campaigned in HP, to better gauge the competitiveness of this vehicle.

2. #27855 (Mike Ogren) Please Move the 2015+ Honda Fit to FP
Thank you for your letter. This is not recommended at this time. There has not been a fully campaigned example of this car ran yet to provide additional data. Also note that the stock specs of its engine are very close to those allowed on its spec line.

Prod General
1. #27679 (Jonathan Spiegel) Level 2 (Limited Prep) Cylinder Head 9.1.5.E.2.e
Thank you for your letter. This allowance is not recommended at this time, because it is outside of the scope of Limited Prep. Also note that pistons are already unrestricted.

2. #27916 (David Mead) Request to Allow Removal of Control Arms Rendered Obsolete
Thank you for your letter. There is not a significant advantage to allowing this, yet there's certainly some unintended consequence that could arise from it. Therefore, this is not recommended.

SM
1. #26881 (Marc Cefalo) Request to approve additional hardware allowances
Thank you for your letter. Additional hardware allowances are not recommended at this time; however, we will continue to monitor.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec
1. #27647 (James Rogerson) Request Passenger Seat replacement
In GCR, section 9.1.10.E., add the following:
"*44. A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events.*"

2. #27686 (James Rogerson) Request for Automatic Transmission Inclusion
In GCR, section 9.1.10.E.9., make the following changes:
"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two-way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with oem paddle shifters are acceptable.*"

3. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics
In GCR, section 9.1.10.E., add the following:
"*43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.*"

FM
1. #27712 (Moses Smith) New FM2 Class Proposal
The FMZR will be classed in FA upon proof of compliance with GCR 9.4.5 Roll Cage Specification, other applicable safety regulations, and submission of the specification list prepared by the FSRAC.

GCR

1. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car
In GCR Section 6.5.2.B.1., make changes as follows:
"The front row drivers must ~~be advised~~ not ~~to~~ pass the pace car."

2. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change
In GCR, section 4.5.1., make changes as follows:
"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement *(unless an annual waiver is on file at SCCA National Office)* before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:
"A. ~~An SCCA-issued photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.
1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.
2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.
B. ~~The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible.~~ *Identification cards from any other organization will not be accepted.*
C. ~~Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region.~~ *A non-member or weekend member will be issued a paper pass or a wristband.*
~~D. Identification cards from any other organization, including civil authorities, will not be accepted.~~
~~E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID.~~"

GT General

1. #27323 (Todd Oppermann) Windshield Clips
In GCR section 9.1.2.F.6.c.1, add as follows:
Alternatively, the bottom may be captured in a channel.
"*No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).*"

T2

1. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z
In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The*

following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear."

T2-T4
1. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4
In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

T4
1. #27329 (David Mead) Request to Allow Brake Upgrade On T4 Mustang
In T4, Ford Mustang V6 (05-10), add to notes as follows:
"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes
In T4, Mazda3 (14-18), add to notes as follows:
"Any spring up to 800 lbs. front and 1000 lbs. rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank
In T4, GCR section 9.1.9.2.D.3.a.2., add the following:
"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir
In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:
"Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ
In T4, change Spec Lines as follows:
"Subaru BRZ*, BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:
"Scion FR-S*, 10 series* (13-16)"

6. #27892 (John Heinricy) Request for Replacement Clutches
In GCR, Section 9.1.9.2.D.i.5., change as follows:
"~~T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than *9*5% of the factory OEM clutch disc and pressure plate."

Taken Care Of

B-Spec

1. #26952 (Dave Mead) Request to Add Sedan Model to Fiesta BSpec Classification
Thank you for your letter. Please see the response to letter #26798 in this Fastrack's Technical Bulletin.

2. #27530 (Lucas Joslin) Sedan Versions of Cars
Thank you for your letter. We addressed this in letter 26797 and 26798 in current Fastrack.

3. #27608 (Edward Werry) 2010 Honda Fit #53 post-Runoffs Comp Adjustments
Thank you for your letter. We will have bop adjustments in the near future. We are doing some dyno testing and will have revisions soon.

4. #27611 (Charles Davis) Request for Weight Adjustment
Thank you for your letter. We will have bop adjustments soon. We are doing some dyno testing and then they will be released.

5. #27719 (G. Brian Metcalf) Remove the Restrictor Plate From the 2011 - 2013 Mini Cooper
Thank you for your letter. We are doing more testing and then we will release the bop adjustments for 2020.

6. #27800 (James Rogerson) Request for Balance of Power
Thank you for your letter. We are doing more testing and will have bop adjustments released in the near future

FV

1. #27904 (Thomas Galuardi) Against Four Bolt Wheels
Thank you for your letter. Please see the response to letter #27603, December 2019 Fastrack Technical Bulletin.

GCR

1. #27656 (GCR Committee) Add Driver to Court of Appeals
Thank you for your letter. This is not a GCR change and the item has been forwarded to the Board of Directors previously.

HP

1. #27847 (Greg Amy) Info in Support of 914 Letters 27814 and 27838
Thank you for your letter. Please see the response to letter #27814 in this Fastrack's Technical Bulletin.

2. #27936 (James Rogerson) Request to Include All Honda Fit Years
Thank you for your letter. Please see the response to letter #27782 in this Fastrack's Technical Bulletin.

SM
1. #27055 (Spencer Rutherford) Tires Are Too Expensive
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

2. #27069 (Tyler Quance) Suggestion to Jim Drago Tire Management Plan
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

3. #27074 (Mitch Reading) SM - tire management input
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

4. #27125 (Tom Hampton) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

5. #27126 (Gordon Kuhnley) Support Tire Management Plan for HST and Majors
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

6. #27127 (Chris Lefferdink) Tire Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

7. #27128 (Kyle Webb) Tire proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

8. #27129 (Craig Berry) Request to limit tires in Super Tours
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

9. #27130 (Erik Stearns) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

10. #27131 (Case Crowell) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

11. #27132 (Keith Mellen) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

12. #27133 (Joe Crowell) Tire limiting program
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

13. #27134 (David Dewhurst) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

14. #27135 (Stephen Jones) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

15. #27136 (William keeling) Opposed to tire limits
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

16. #27137 (Darren Brady) Tire costs
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

17. #27138 (Todd Martin) One Tire Per Event Rule

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

18. #27142 (Tom Sager) Tire rule for 2020
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

19. #27143 (Craig Janssen) Tire management proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

20. #27144 (Cooper Lilly) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

21. #27148 (Frank Todaro) SM Tire rule change and new tire
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.
22. #27151 (Dennis Hamminga) Tire limiting proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

23. #27162 (Ken Sutherland) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

24. #27163 (Clark Cambern) Spec Miata Tire Use Rule new proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

25. #27164 (John Connelly) Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

26. #27166 (Alan Cross) Supports Tire Limit Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

27. #27167 (Will Schrader) Supports Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

28. #27168 (Richard Baratta) Tire management Program
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

29. #27177 (Dave Dunning) Supports Tire Limiting Proposal
Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

T2
1. #27681 (James Leithauser) Request to Address Porsche
Thank you for your letter. Please see the response to letter #27746 in this Fastrack's Technical Bulletin.

2. #27798 (William Moore) Request to Remove Non-Factory Rear Wings From Competition
Thank you for your letter. Changes have been made to help improve this issue. Please reference letter #27746.

T2-T4
1. #27326 (Stephen Blethen) In favor of jack points
Thank you for your letter. Please see the response to letter #27607 in the December 2019 Fastrack.

2. #27575 (Stephen Blethen) Request to Make all Trim Levels Eligible
Thank you for your letter. Please see the response to letters #27606, 27831, and 27832 in this Fastrack.

3. #27680 (Derek Kulach) Request for 350Z Parity
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

4. #27808 (Ben Slechta) Request for Stillen Air Intake on 350Z Spec Line
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27809 (Ben Slechta) Request for SPL Rear Mid Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27810 (Ben Slechta) Request for SPL Rear Toe Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27811 (Ben Slechta) Request for SPL Front Upper Camber/Caster Arms on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

8. #27812 (Ben Slechta) Request for SPL Rear Camber Links on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

9. #27813 (Ben Slechta) Request for SPL Rear Traction Arms on 350Z
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

10. #27818 (David Mead) Add Language to Runoffs Supps Enforcing Tear Down of Race Winner
Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin.

T3
1. #27621 (David Muramoto) Changes Requested for 03-08 Nissan 350Z Classification
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

2. #27715 (Rob Hines) Please Help Nissan 350Z HR
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

3. #27747 (Joe Aquilante) E46 Balance of Performance
Thank you for your letter. We have made changes to the class and will continue to monitor the performance. Please see the response to letter #27781 in this Fastrack's Technical Bulletin for your second concern.

4. #27754 (James Slechta) Request to Increase Nissan 350 z Restrictor Size
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27783 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27787 (Jim Slechta) Request for Nissan 350z Help
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27796 (Mark Johnston) Request for Nissan 350z Restrictor Change
Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

T4
1. #27581 (Tyler Quance) Request for Help for the NC MX-5 in T4
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

2. #27668 (Tom Fowler) Request for Parity
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

3. #27717 (Tyler Quance) Help for the NC MX-5 in T4 CORRECTION
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

4. #27721 (Matthew Miller) Allow 316mm Mustang GT front rotors on 2005 and up V6
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

5. #27740 (Josh Smith) Mazda Support of Letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

6. #27757 (Kevin Fryer) Support for Letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

7. #27758 (Ron Munnerlyn) Support letter 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

8. #27759 (Morgan Mehler) Letter in support of 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

9. #27762 (Steve Bertok) MX-5 minimum weight reduction, letter number 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

10. #27765 (Steve Bertok) Support for letters 27763, 27764
Thank you for your letter. Please see the response to letters #27763 and 27764 in this Fastrack.

11. #27772 (Robert Spence) Letter number: 27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

12. #27773 (Mike Burke) Support of Letter #27739
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

13. #27784 (Thoas Hart) Request for MX-5 Weight Adjustment
Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

14. #27832 (Nick Leverone) Factory Aero
Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin, regarding the BRZ. The committee agrees that allowing basic OE spoilers will be allowed on a case-by-case basis to prevent unnecessary tech issues for non-advantageous parts.

What Do You Think
None.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Technical Bulletin

DATE: December 20, 2019
NUMBER: TB 20-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

American Sedan
None.

B-Spec
1. #26797 (B-Spec Committee) Add Yaris Sedan
In B-Spec, classify the Toyota Yaris Sedan (2007-) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Toyota Yaris Sedan 2007-	*74.9 x 84.6 1491*	*100.4*	*3.55, 1.90, 1.31, 0.97, 0.82*	*3.72*	*(F) 10.0 (R) 7.9 drum*	*2400*	*Bilstein B14 47-237834 kit is allowed. Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed.*

2. #26798 (B-Spec Committee) Add 2011-2016 Fiesta Sedan
In B-Spec, classify the Ford Fiesta 4dr Sedan (11-16) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Ford Fiesta 4dr Sedan (11-16)	*79.0 x 81.4 1596*	*98.0*	*3.86, 2.04, 1.28, 0.95, 0.74*	*4.07*	*(F) 10.2 (R) 7.9 drum*	*2495*	*Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69- 3530TS is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 is allowed. Mazda*

							front hub D651-33-06 and rear hub D651-26- 15XE allowed. 4x100 bolt pattern wheel allowed

3. #26799 (B-Spec Committee) add 2015-2019 Kia Rio
In B-Spec, Kia Rio 5-door/LX (12/14), change year as follows:
"(12-~~14~~*19*)"

4. #27858 (B-Spec Committee) Error and Omissions
In B-SPEC, Mazda2 (10-14), make changes as follows:
"Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-049350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 000004-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Allow rear torque bar Corksport #Mz2-3-070. Cold air intake Corksport Mz2-6-117-31100 and ~~Mz26-117-33100~~ *air duct Mz2-6-120-10* are allowed. Exhaust Header Kit (cat delete) HB.EM 60-404-SSS or HP-MZD001is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushings allowed."

Formula/Sports Racing
F
1. #27903 (Formula/Sports Racing Committee) Incorporate FM, F4, USF2000 and other spec lines if FX approved
Remove Formula Mazda, GCR section 9.1.1.E, in its entirety and re-letter the following sections accordingly.
Add to the FX rules the following:

Table 1

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula Mazda	*Six (6) port Mazda 13B or four (4) port Mazda Renesis*	*(F) 8 (R) 10*	*See notes*	*5 forward speeds with approved gear ratios and reverse. Torque biasing devices and limited slip and locking differentials prohibited.*	*1350 with six (6) port 13B, 1400 with four (4) port Renesis*	*Car must comply with all December 2019 GCR Formula Mazda preparation rules found here: https://www.scca.com/pages/technical-forms-and-downloads.*

In FA Table 2, remove FIA Certified F4 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
FIA Certified F4	*See notes*	*See notes*	*See notes*	*See notes*	*See notes*	*Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA.*

In FA Table 2, remove Pro Formula F2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Pro Formula F 2000 Tube Frame	*2.0 Liter Zetec*	*(F) 8 Max (R) 10 Max*	*See FA Rules*	*Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)*	*1210*	*Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.*

In FA Table 2, remove USF2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
USF2000 Tube Frame	*2.0 Liter Mazda MZR*	*See notes*	*See notes*	*See notes*	*See notes*	*Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety*

F5
1. #27883 (Formula/Sports Racing Committee) Change 600cc restrictor size
In the F500 engine table, change the restrictor as follows:
Honda CBR600RR (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:
Suzuki GSXR600 (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:
Yamaha R6 (03-13): "~~29~~ *28*mm Flat Plate Intake Restrictor"

FA

1. #27319 (Jake Latham) Suggestions for FB/F1000 into FA
In FA Table 2, Formula 1000 spec line, make changes as follows:

Table 2						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula 1000	Motorcycle-based 4-cycle up to 1000cc*, maximum compression ratio 13.5:1; otherwise, current FA engine rules apply*	see notes	see notes	see notes	~~see notes~~ *1025*	Car must comply with December ~~2018~~ *2019* GCR Formula 1000 (FB) Preparation Rules~~,~~ *found at https://www.scca.com/pages/technical-forms-and-downloads,* except ~~that throttle bodies and ECUs are unrestricted~~ *as modified by this spec line. The CRB may require the use of Flat Plate Intake Restrictors at any time.*

2. #27880 (Formula/Sports Racing Committee) Change Swift 016 - 2.3 liter Mazda Duratec restrictor size
In FA Table 2, Swift 016 - 2.3 liter Mazda Duratec spec line, change the restrictor as follows:
"The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~33~~ *31*mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc."

P1

1. #27745 (Formula/Sports Racing Committee) Update Revised Spec Line F
In P1 Engine Table, Spec Line F, make changes as follows:

P1 Engine Table						
Spec Line	**Engine Series**	**Max. Displ (cc)**	**Max. Valves / Cyl.**	**Req'd Restrictor**	**Min Weight (lbs)**	**Notes**
F	~~Restricted 2.0L~~ Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 64mm single throttle body	1400	No engine modifications except dry sump oil system, ECU map~~ping~~, and exhaust ~~system~~. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: https:/www.scca.com/pages/technical-forms-and-downloads. No machining allowed.

P2

1. #27821 (Keith Carter) Request for addition of BMW Engine in P2 Engine Table
In P2 Engine Table, Line B.1, add the following:
"4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha*,* Honda*, BMW*"

2. #27869 (Formula/Sports Racing Committee) Add ESR inlet restrictor
In P2 Table 1, Enterprise Sports Racer line, add to the notes the following:
"*Effective 4/1/2020, the ESR 2.3L engine must have either an SIR or a Flat Plate restrictor fitted that meets the peak horsepower specified by the SCCA. The SIR or Flat Plate restrictor must be sized in whole or 0.5mm increments. Dyno data also must be submitted for restrictors 1.0 and 2.0mm on either side of the restrictor size that permits the engine to meet the specified peak horsepower.*"

GCR

1. #27580 (Greg Amy) 9.3.27 E&O, Probable Typo
In GCR, section 9.3.27., make changes as follows:
"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses *or* protected by a wall–like bulkhead container (Coolsuit lines are exempt)."

Grand Touring

GT General

1. #26308 (Andrew Wickline) Request Factory Five Daytona coupe classification
In GTX - MISC., Classify and add as follows:

GTX – MISC.

Make	Model	Engine	Restrictor mm	Weight (lbs)	Notes
Factory Five	*Type 65 Coupe R*	*Ford 302/351*	*NA*	*2600*	
Factory Five	*Type 65 Coupe R*	*Ford 5.0/5.2L*	*NA*	*2600*	
Ferrari	458 Challenge	*4.5L*	(2) 50	3150	*Must conform to 458 Challenge rules.*
Ferrari	488 Challenge	*3.9L Twin Turbo*	(2) 45	3350	*Must conform to 488 Challenge rules.*
Ford	FP350S	*5.2L*	NA	3400	
Chevrolet	C6	7.0L	NA	3250	
Lamborghini	Super Trofeo	*5.2L*	(2) 41	3000	*Must conform to Super Trofeo rules.*
Ligier	JS2 R	*3.7L*	NA	2400	
Porsche	911 GT America	*4.0L*	NA	2950	

GT1

1. #27750 (J Richard Grant) Request to Adjust Transmission Penalty
In GT1 Specifications, section 9.1.2.D.4.b.2., make change as follows:
"Sequential shifting transmissions are permitted with a ~~75~~*50* lb. weight penalty."

2. #27751 (Matthew Miller) Request to Reduce Additional Weight for 18
In GT1 Specifications, section 9.1.2.D.7.a.5., make change as follows:
"For cars not specified to allow 18 inch wheels, 18 inch wheels permitted with a ~~100~~*50* pound weight penalty."

3. #27756 (Tim Adolphson) Request for Five Star Nascar Compliant Bodywork
In GT1 Spec Lines, 9.1.2.c, General Motors Corporation, add the following:
"*5 Star NASCAR Camaro (2018-) body allowed*"

GT2

1. #27701 (Matt Jensen) Porsche 991.2 GT3 Cup GT2 Classification
In GT2, classify the 991.2 GT3 Cup Car as follows:

GT2 Cars -

Model	Years	Body Style	*Drive-line*	Wheel-base (in)	Notes
991.2 GT3 Cup Car	*(2017-)*	*2 Dr.*	*RWD*	*92.7*	*3.8L flat six. 3100lbs. w/63mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS allowed with a 100lb. penalty.*

2. #27755 (Shad Huntley) Request for Acura NSX Spec Line Changes
In GT2/ST, Acura NSX, change weight as follows:
"~~3000~~*2700*"

3. #27914 (Grand Touring Committee) GT2 991.1 restrictor size change
In GT2. Porsche 991.1 GT3 Cup, change restrictor size in the notes as follows:
"~~67~~*70* mm"

4. #27915 (Grand Touring Committee) GT2 996/997.1 weight change
In GT2, Porsche 996/997.1 GT3 Cup, change the weight in the notes as follows:
"~~2900~~*2800"*

5. #27920 (Grand Touring Committee) GT2/ST Corvette comp adjustment
In GT2/ST, Chevrolet Corvette (-2019), with Max. Displacement of 5967, change restrictor size as follows:
"~~75~~*70* mm"

GT3
1. #26958 (Chad BACON) Request restrictor size change request
In GT3 Engine Table, Mazda 13B Bridgeport, change Fuel Induction as follows:
"44mm *42mm*"

2. #27322 (Armen Megregian) Request to Classify Alfa Romeo 4C
In GT3, classify the Alfa 4C as follows:

GT3 Turbocharged OEM Engines:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Alfa 4C	*DOHC*	*83*	*80.5*	*1742*	*Alum. Cross flow*	*4*	*33 mm TIR*	*2325*	*Tube frame only. No ABS or Traction Control*

3. #27570 (Alex Phelps) Request for Mazda 2.5l MZR/L5-VE
In GT3 Engines, Mazda MZR/L5-VE, change Fuel Induction as follows:
"~~31mm SIR~~*Unrestricted"*

In GT3 Engines, Mazda MZR/L5-VE, change Weight as follows:
"~~2195~~*1950*"

In GT3 Engines, Mazda MZR/L5-VE, change Notes as follows:
"~~Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc~~*Limited to GT2 engine prep levels based on standard bore and stroke - no direct Injection.*"

4. #28033 (Grand Touring Committee) GT3 turbo engines add Honda
In GT3, classify the Honda K20C1 as follows:

GT3 Turbocharged OEM Engines:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Honda K20C1	*DOHC*	*86*	*86*	*1928*	*Alum. Cross flow*	*4*	*33 mm TIR*	*2350*	

5. #28035 (Grand Touring Committee) GT3 wing end plate
In GCR, section 9.1.2.F.7.b.12.E., make changes as follows:
"The wing end plates ~~must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall.~~ *may be no more than 64 square inches.*"

GTL
1. #27641 (Joe Harlan) Wing Mounting Upright Size
In GT Category Specifications, section 9.1.2.F.7.b.13., add the following:
"*Effective 3/1/2020,*
F. Two wing mounting posts must be used, with each one located within 2"-20" inboard from the end of the wing. The exposed portion of the wing mounting posts must not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement."

2. #27648 (Tim Linerud) Request to Classify the MK1 two door Jetta
In GTL, classify the Jetta Mk 1 as follows:

GTL Cars -

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Jetta Mk 1		*3dr*	*FWD*	*94.5*	

Improved Touring
None.

Production
FP
1. #27922 (Matt Wolfe) Request to Classify 2001-2003 Mazda Protege ES in FP
In FP, classify the Mazda Protege ES (01-03) as follows:
Build a new spec line created for this new classification.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda Protégé ES (01-03)		*2350 *2409 **2468*	*4 Cyl DOHC*	*83.0 x 92.0*	*1991*	*Iron*	*Alum*	*(I) 31.5 (E) 27.6*	*Fuel injection*	*102.8*	*60.8 / 61.0*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 258 x 24 Vented Disk (R) 261 x 10 Solid Disk*		*Stock Throttle Body I.D.*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .450*

HP
1. #27782 (SCCA Staff) Update years for the Mazda2, Honda Fit, & Mini
In HP, Mazda2 (07-11), make change as follows:
~~(07-11)~~ *(11-14)*"
In HP, Honda Fit (2015), make change as follows:
~~(2015)~~ *(15-19)*"
In HP, Mini Cooper (07-11), make change as follows:
~~(07-11)~~ *(07-13)*"

2. #27814 (Greg Amy) Allow Dry Sump, Limited Prep Porsche 914
In HP, Porsche 914-4 (1.8L), add to notes as follows:
"*A 2-stage dry sump is allowed, but it must be cam-driven only and mounted in the same location as the OEM oil pump.*"

3. #27854 (Mike Ogren) Please Allow Alternate Rear Axle Housing for RWD Toyota Corolla
In HP, Toyota Corolla (71-74), add to notes as follows:
"*Rear axle housing from the 84-87 Corolla is permitted.*"

4. #27917 (Jack Banha) HP VW Rabbit Convertible 1.6L #1922 and 32mm chokes
In HP, Volkswagen Rabbit 1588 (includes Cabriolet / convertible), change weight as follows:
~~"1785 * 1830 ** 1874~~ *1735 * 1778 ** 1822*"

In HP, Volkswagen Scirocco 1588, change weight as follows:
"~~1785 * 1830 ** 1874~~ *1735 * 1778 ** 1822*"

Prod General
1. #27907 (STEVE SARGIS) Request to List Mazda Miata Throttle Body Size
In FP, Mazda Miata 1.6L (90-97), make changes as follows:
Brakes Std.:
"~~Factory spec @ all 4 wheels~~ *(F) 235 x 18 Vented Disc (R) 231 x 9 Solid Disc*"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata 1.6L (-1993), make changes as follows:
Brakes Std.:
"(F) 235 ~~(9.3)~~ *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata 1.8L (90-97), make changes as follows:
Brakes Std.:
"(F) 235 ~~(~~9.3) *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata (94-97), make changes as follows:
Brakes Std.:
"(F) 235 *x 18* Vented Disc (R) 231 *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

In EP, Mazda MX-5/Miata (99-03), make changes as follows:
Brakes Std.:
"(F) 235 ~~(9.3)~~ *x 18* Vented Disc (R) 231 ~~(9.1)~~ *x 9* Solid Disc"
Throttle body Diameter:
"~~stock throttle body I.D.~~ *55mm*"

Spec Miata
None.

Super Touring
None.

Touring
T2
1. #27514 (Van Hunter) Request for Dailey Engineering Dry Sump on 2010 Camaro SS
In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:
"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. *Dailey Engineering dry sump P/N 20-02-0666-ASSY allowed.* Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026."

2. #27584 (William Moore) Request for Half Shafts - 2014 Camaro SS 1LE
In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:
"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 201013 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026. *Drive Shaft Shop P/N RA-5424 and RA-5425 Allowed.*"

3. #27665 (Andrew Wickline) Request for Parity Among Vehicles
In T2, Ford Mustang Boss 302 (12-13), change Notes as follows:
"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Front bushing kit M-5638-C permitted. ~~54mm~~ *56mm* flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (11-14), change Notes as follows:
"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Front bushing kit M-5638-C permitted. ~~52mm~~ *54mm* flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (15-17), change Notes as follows:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, 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, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at +50lbs. ~~50mm~~ *52mm* flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted."

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Weight (lbs) as follows:
"~~3525~~ *3475* w/50mm flat plate restrictor)
3225 (w/45mm flat plate restrictor)
3400 (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)"

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Weight (lbs) as follows:
"~~3450~~ *3400* Add 50 lbs. for larger wheels"

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes as follows:
"~~60mm~~ *57mm* 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. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body

panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed."

4. #27746 (Joe Aquilante) Request to Readjust the T2 Porsches
In T2, Porsche 911/ 997 (06-08), change Notes effective 3/1/2020 as follows:
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/ airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes effective 3/1/2020 as follows:
"60mm 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. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed."

In T2, Porsche Carrera S (06-08), change Notes:
"60mm flat plate restrictor required. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free~~. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

5. #27776 (Bob Demers) Request for 2016-2020 Camaro SS Help
In T2, Chevrolet Camaro, 1LE (2016-), change Weight as follows:
"~~3600~~ *3550*"

6. #27839 (Marty Grand) Request for Competitive Adjustments to Honda Civic Type R
In T2, Honda Civic Type-R (2017-), change Weight as follows:
"~~3050~~ *3000*"

In T2, Honda Civic Type-R (2017-), change Notes as follows:
"HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator57100-F23S-R6; ~~50mm~~ *51mm* TIR required. Alternate grill Cuztom Tuning FG-CIV16-V3-TR-BKallowed. Any sway bar front/rear up to 30mm allowed. Front springs u p to 800lb allowed, rear springs up to 2000lb allowed, *Aftermarket Intercooler allowed.*"

T2-T4
1. #27439 (Carl Fung) Mustang Ecoboost and GT Transmission
In T3, Ford Mustang EcoBoost (2015-), add as follows:
"4.24, 2.54,1.67, 1.24,1.00, 0.70 or 4.17, 2.34,1.52, 1.14,0.87, 0.69 *or 4.696, 2.985, 2.146, 1.769, 1.520, 1.275, 1.000, .854, .689, .636*"

2. #27902 (Raymond Blethen) T4 RX8 Classification Error
In T3, Mazda RX-8 Base/R3 (04-12), add as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T4, Mazda RX-8 Base/R3 (04-12), add as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

3. #27910 (John Heinricy) Request to add Toyota 86 GT to Spec Line
In T3, Toyota 86 (2017-), add as follows:
"Toyota 86*, GT* (2017-)"

In T4, Toyota 86 (2017-), add as follows:
"Toyota 86*, GT* (2017-)"

T3
1. #27442 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Weight as follows:
"DE Motor: ~~3225~~ *3275* HR Motor: ~~3275~~ *3325*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:
"The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A, Nissan Motorsports. Nissan heavy duty spring kit part #99996-65Z3OUS, Front sway bar max 37mm. Rear sway bar max 25mm. SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two ~~37mm~~ *42mm* flat plate restrictors required. ~~DE Engine: 57mm flat plate restrictor~~

~~required.~~ Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, change Weight as follows:
"DE Motor: ~~3275~~ *3325* HR Motor: ~~3325~~ *3375*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:
"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 sway bar max 37mm. Rear sway bar max 25mm, 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 ~~37mm~~ *42mm* flat plate restrictors required. DE Engine: 57mm flat plate restrictor required. Zspeed and Z1 alternative clutch slave permitted. Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Weight as follows:
"~~3275~~ *3325*"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Two ~~37mm~~ *42mm* flat plate restrictors required. SPC Control Arms 72125 allowed. Max spring rate of 700 lbs/in front and rear. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Any swaybar up to 37mm front and up to 30mm rear allowed."

2. #27572 (Nic Piekarski) Request help for the GMX5
In T3, Mazda MX-5 Global Cup Miata (2016-), change Tire Size as follows:
"*Series spec tires: 215/610 R17 BF Goodrich G-Force Slick, 20/61-17 G-Force Wet-P2G or* 225 *DOT*"

In T3, Mazda MX-5 Global Cup Miata (2016-), change Notes as follows:
"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. ~~Tires must conform to the Touring rules.~~ Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop Mazda hardtop part #0000-07-5902- ND and #0000-07-5902-ND part #0000-07-5901 (discontinued DG Motorsports). If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed."

3. #27777 (Marshall Mast) Request for 05-10 Mustang GT Suspension Upgrades
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Notes as follows:
"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, ~~Ford Spring kit M-5300-Kmax~~ *spring rate of 500 lbs/in front, 300 lbs/in rear*, sway bars M-5490-A, damper kit M18000-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 allowed. 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 Racing part # M-2300-S permitted."

4. #27781 (ALI SALIH) Please Update the BMW SpecE46 Rules
In T3, BMW SpecE46, change Notes as follows:
"Must conform to all SpecE46 rules Version ~~2.6~~ *2.7*. SpecE46 spec tire permitted or any DOT permitted up to 225 permitted. No other touring allowances permitted. *Engines may not be modified unless specified in the Spec E46 rules and must conform to touring tech procedures. Driver must possess a current copy of the rules. Dyno results do not ensure engine compliance.*"

5. #27864 (David Matheson) Request for 02-03 WRX Spec Line Parts
In T3, Subaru WRX (02-05), change Weight as follows:
"~~3350~~ *3250*"

In T3, Subaru WRX (02-05), change Notes as follows:
"*Following parts are allowed: 27mm max front and rear sway bar allowed, Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 2006-2007 WRX TR brakes allowed. 2004-2007 WRX STI brakes allowed +100 lbs.* 35mm TIR required."

T4
1. #27660 (Jared Lendrum) BRZ/FRS/86 Tire Size in T4
In T4, Subaru BRZ (13-16), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Scion FR-S (13-16), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Subaru BRZ (2017-), change Tire Size (max) as follows:
"~~245~~ *225*"

In T4, Toyota 86 (2017-), change Tire Size (max) as follows:
"~~245~~ *225*"

2. #27739 (Brian Nelson) NC MX5 2006-2015 Spec Adjustment Request
In T4, Mazda MX-5 / Club Model (06-15), change Weight as follows:
"~~2625~~ *2550*"

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS
Morey Doyle vs. SOM COA Ref. No. 19-12-GL
December 10, 2019

FACTS IN BRIEF

Following the Sunday, October 27, 2019, Group 6 Regional race at the OVR Ohio Valley Autumn Classic XXXVIII at Mid-Ohio Sports Car Course, John Blanchard, driver of American Sedan (AS) #63, filed a Protest against Morey Doyle, driver of AS #27, for contact in violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road).

The Stewards of the Meeting (SOM) Corrine Carter, Hugh Laird, Jim Suhr, and Duane Harrington (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony, reviewed witness statements, and viewed video evidence.

The SOM determined Mr. Doyle violated GCR 6.11.1.D. (failure to complete a safe pass). The SOM imposed two penalties: move to last place in class in race Group 6, and probation for two road racing event weekends. The penalties resulted in three penalty points being assessed against Mr. Doyle's competition license.

Mr. Doyle appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Jack Kish (Chairman) met on November 21, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Morey Doyle, received November 13, 2019.
2. Official Observer's Report, including related documents, received November 13, 2019.
3. Full race video from Car #11, received November 13, 2019.
4. Video clip from Car #27, received November 13, 2019.
5. Email testimony from Duane Harrington, SOM Chairman, received November 19, 2019.

FINDINGS

In his appeal letter, Mr. Doyle argues he "was completing a safe pass" and maintained his racing line. To support his appeal, Mr. Doyle submitted video footage not available during the initial SOM hearing.

Mr. Doyle (AS #27) started behind Mr. Blanchard (AS #63) and alongside Jay Pistana (AS #34). At the green flag, both Mr. Doyle and Mr. Pistana moved up alongside Mr. Blanchard. The initial contact occurred on Lap 1, entering the Turn 1 braking zone. The three cars, Car #34 (Pistana), Car #27 (Doyle), and Car #63 (Blanchard), were abreast and in close proximity, with Car #27 in the middle. As Car #63 and Car #34 braked for the turn, Car #34 and Car #27 touched. Car #27 lost control, crossed in front of Car #34, spun across the track, went off driver's right, and was hit by Car #63.

Mr. Doyle's decision to continue the pass attempt further into the turn resulted in contact with Car #34 prior to completion of the pass. Per GCR 6.11.1.D., "The overtaking driver is responsible for the decision to pass another, and to accomplish it safely." The proximity of the cars on the first lap was a contributing factor in the incident. However, the video evidence provided by Mr. Doyle with his appeal is not sufficient to compel the COA to overturn the SOM's ruling.

The COA finds Mr. Doyle was responsible for a failed passing attempt that resulted in Mr. Blanchard being unable to complete the race. The SOM ruling and penalties were within the rules and authorities granted in the GCR.

DECISION

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