

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 5, 2016

The Club Racing Board met by teleconference on July 5, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Tony Ave, 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 KJ Christopher, visiting BOD member. The following decisions were made:

Member Advisory

AS

1. #19897 (American Sedan Committee) ASAC Ad Hoc Committee

The CRB and ASAC are assembling an Ad Hoc Committee to develop recommendations for the future of American Sedan. This will include, but is not limited to, ideas to bring additional cars into the class. If you are interested in participating on this Committee, please send your resume through the CRB letter system at www.crbscca.com.

GT2

1. #18355 (James Goughary) Compliance Chief for GT2 class

Thank you for your letter. The GT2 class has seen remarkable growth in participation over the past two years. This growth is primarily due to the inclusion of former STO and TA2 class cars as well as "spec" cars such as Porsche Cup and Panoz. While this combination of diverse cars and rule sets has greatly increased participation, it has also created an extremely difficult job for Tech (and participants) in car specification compliance.

A GT2 Class Compliance Chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation. The expense covering a GT2 CCC would be covered by a specific compliance fee for GT2 Majors participants as is done in other classes. No new rules are required, the existing language in 5.11.4 Class Compliance Chief would cover creation of this position.

Club Racing will work with Club Technical Staff and determine the feasibility, scope, and scale that can be achieved for 2017 and recommend to SCCA BoD.

No Action Required

GCR

1. #19611 (Chris Jurkiewicz) Allow Better Unleaded Fuels

Thank you for your thoughtful letter. The CRB will look at the possibility of better unleaded fuels in the future, but not before the 2016 Runoffs.

IT

1. #19563 (Jose de Miguel) Request for Clarification IT Differential

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

ITA

1. #19386 (Greg Anthony) DOHC 1st Gen Neon Dyno Sheet

Thank you for this information.

STU

1. #19720 (Michele Abbate) Cam Lift Clarification

Alternate camshafts are allowed (GCR 9.1.4.G.7) as are other valve train components (GCR 9.1.4.G.6) with the only restriction being a maximum lift, as measured at the valve itself, of .600" (GCR 9.1.4.1.B.6).

T3

1. #19584 (Spencer Gorham) June Specification Changes

Thank you for your letter. A check with Hoosier has determined that your tire size will fit on your wheel size.

2. #19791 (Julian Macias) T3 Camber Rule, Specifically Related to the 2010 Acura TL

The stated rule under section 9.1.4.3.5.a.1 is sufficient as written. Please note that it allows the addition, or reduction in camber using the means stated in the rule.

Not Recommended

AS

1. #19753 (Joe Aquilante) Help For Restricted Prep 2011 Through 2014 Mustang GT

Thank you for your request. The 2011-14 Mustang GT Restricted Preparation car is correct as classified. The CRB is in the process of putting together an Ad Hoc Committee to develop recommendations for the future of American Sedan which includes

ideas to bring additional cars into the class. Your suggestion will be provided to the Committee for consideration. Please see letter #19897.

FC

1. #19510 (Augie Pabst III) Inclusion of Mazda MZR Engine into Formula Continental

Thank you for your letter. This request is not within the FC class philosophy. This engine is already classified in FA and P2.

GCR

1. #19689 (Eric Heinrich) Tire Warmers - E&O

Thank you for your letter. The rules are adequate as written.

2. #19706 (Romain Eugene) Additional Suit Certification

Thank you for your request. The SCCA requirements are specific to fire suppression and karting suits do not usually address this requirement.

GT2-ST

1. #18431 (Craig Anderson) C5 Corvette LS6

Thank you for your letter. The C5 LS6 is classified correctly.

GTL

1. #18746 (Jason Wade) Needing Help Classifying a Car

Thank you for your letter. The GT Advisory Committee made efforts to contact you by email requesting full engine specifications. The GTAC has not received a response. If you want this car classified, please write another letter including the requested specifications.

2. #19262 (Bob Clark) Remove 4 % Weight Penalty for 15 Inch Wheels

Thank you for your letter. The tire/wheel rules are adequate as written.

ITC

1. #19152 (James Bell) Allow Alternate Brake Rotors and Drums

Thank you for your letter. The rule is adequate as written. Parts appear to be available and alternate parts are not in the philosophy of Improved Touring.

EP

1. #19777 (Ben Phillips) Letter #19591 Clarification

IT cars can run in Production if they comply with IT specs. The requested wheel size was not available on the base model of this car and is not consistent with the wheel size that applies to newer cars that are classed in EP. The wheel size allowed for cars classed in Production is not based on sizes allowed in Improved Touring.

HP

1. #19794 (Mike W. Ogren) Standardize the 1.8VW Driveline Specs Please

Thank you for your letter. Production rules are based on the stock specifications of a car. Even if different models of a car are similar in some aspects, allowing parts to be used on a model that was never produced with those parts is inconsistent with class philosophy,

2. #19822 (Eric Heinrich) RE: Letter #19587: Trucks in Prod

Thank you for your request. The rules allow for discretion to be used in deciding whether to classify a particular car. Allowing trucks in Production would require consideration of an additional group of performance factors/adjustments which are not in the best interests of Production racing.

Prod

1. #19846 (Anthony Cuthbert) Classify Fiat 500 Abarth in Production

Thank you for your request. The engine in this car is turbocharged. Cars with turbochargers are not being classed in Production at this time. The Production Advisory Committee will be looking into the future of the Production classes with regard to turbo cars.

STL

1. #19460 (Brian McGreevy) Dangerous Weight Addition

Thank you for your input. After reviewing data and membership input, the CRB has decided to leave overall class weights as published for 2017. The CRB will continue to monitor class performance and adjust weights as needed.

2. #19768 (Christopher Childs) Slow the Hondas

Thank you for your letter. The CRB will continue to monitor performance in the class.

T3

1. #19504 (Michael Sullivan) Reconsider Changes to the T-3 Mustang

Thank you for your letter. The CRB has made definitive changes for the T3 class and these changes will be monitored for performance going forward.

2. #19538 (Michael Sullivan) Say Goodbye to +\$50K

Thank you for your letter. The CRB has made definitive change for the T3 class for the balance of 2016. The CRB will continue to monitor these changes.

T4

1. #19772 (Mark McCaughey) 05-06 Toyota Corolla XRS Weight Reduction

Thank you for your letter. Please bring the car out and race it so the CRB can monitor results and data before recommending additional adjustments for this car. The CRB has no information on this car in current T4 trim and allowances.

2. #19774 (Christopher Childs) Reduce Restriction on Mustang

The CRB will continue monitoring results and data before making additional changes in T4 and will monitor data and results from the Mid-Ohio Runoffs before considering additional changes.

Recommended Items for 2017

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.

GCR

1. #19536 (Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver

Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition

When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

- a. Notify the national office of the change in medical status.
- b. Discontinue participation until examined and approved by their physician.
- c. Submit a new completed and approved-for-competition medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.

2. #19684 (SCCA Staff) Update Waiver Language in the 2016 GCR

Change 2.2.3:

~~Anyone signing an event waiver for a minor is fully responsible for that minor.~~ *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

Change Appendix C.1.4.B.1 and delete Appemdex C.1.4.B.2:

B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:

B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ **National Office** may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ **National Office**:

1. A completed **Annual** Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement **and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)** This document must be filed ~~every two years~~ **annually** until the Minor achieves the age of majority in his state.

2. A completed ~~Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.6.A.:

A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed **Annual** Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed **Minor's Assumption of Risk Acknowledgment** must be submitted to the Club Racing Office (**note: forms vary by state and witnessing method**). The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

Change all but first paragraph of 1.3.1 as shown below:

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:~~

~~1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.~~

~~2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.~~

~~3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.~~

~~4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or~~

~~working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.~~

~~5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.~~

~~6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.~~

~~I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.~~

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

3. #19787 (Club Racing Board) 9.3.41 Seat Back Language Update Effective 1/1/2017

NOTE: Update to this letter (originally posted in July 2016 Fastrack)

As posted in July Fastrack:

Change 9.3.41 SEATs language:

9.3.41. SEATs

~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, bottom, etc). Passenger seat back if a folding seat, it shall be securely bolted or strapped in place. Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.~~

Recommended wording in July Fastrack:

~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.~~

(August 2016 Fastrack) The CRB recommends an updated version of this rule change, to be effective 1/1/2017. Please note that this recommended rule change has been modified several times as a result of member input and comments. The CRB has included all of the changes that resulted in the final recommendation.

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

GT2-ST

1. #18977 (Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake

Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (Gt2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

IT

1. #17952 (Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems

Allow stock ABS systems in IT as follows:

Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):

9.1.3.D.6.d Cars with antilock braking systems may completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:

<i>Class</i>	<i>Additional Weight Required</i>
<i>ITR</i>	<i>0%</i>
<i>ITS</i>	<i>0%</i>
<i>ITA</i>	<i>2%</i>
<i>ITB</i>	<i>2%</i>

2. #19493 (Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems

In the ITCS, add the following section after 9.1.3.D.1.n

9.1.3.D.1.o: o. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power

steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted otherwise by these rules.

Re-number existing below sections as necessary.

3. #19726 (Improved Touring Committee) Category: Wheel and Tire Size Review
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 9.1.3.D.7.a as follows:

7. Wheels/Tires

a. Any wheel/tire may be used within the following limitations.

1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~ Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
2. Tires must conform to 9.3.45.
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: ~~ITR – 8.5 inches, classes ITS and ITA – seven (7) inches; classes ITB and ITC – six (6) inches.~~ *wheel rim and tire section widths are as follows:*

Class	Max Rim Width	Max Section Width
<i>ITR</i>	<i>9 inches</i>	<i>275</i>
<i>ITS</i>	<i>8 inches</i>	<i>245</i>
<i>ITA</i>	<i>7 inches</i>	<i>225</i>
<i>ITB</i>	<i>7 inches</i>	<i>225</i>
<i>ITC</i>	<i>6 inches</i>	<i>225</i>

7. Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicle's spec line. Note that this allowance does NOT permit the use of tires of a greater section width or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.

Remove column “Wheel Dia. max (inch)” from all spec lines

4. #19776 (Christopher Childs) Head Gasket Again

Thank you for your request. Change 9.1.3.D.1.o as follows:

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

STU

1. #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification

Thank you for your request. Add 9.1.4.1.B.9: *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.*

T4

1. #19773 (Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS

Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

Taken Care Of

FC

1. #19554 (Erik Oseth) No Need for the MZR in FC
Thank you for your letter. Please see the response to letter #19510.
2. #19561 (John Church) Inclusion of Mazda MZR 2.0 Engine into FC Class
Thank you for your letter. Please see the response to letter #19510.
3. #19580 (Nicholas Palacio) Mazda MZR Motor
Thank you for your letter. Please see the response to letter #19510.
4. #19581 (Chas Shaffer) Mazda MZR in FC
Thank you for your letter. Please see the response to letter #19510.
5. #19592 (Steve Bamford) USF2000 Cars
Thank you for your letter. Please see the response to letter #19510.

GCR

1. #19468 (James Rogerson) Dielectric Constant Value
Thank you for your letter. This has been taken care of by the SCCA staff.

GT2

1. #18600 (Tom Patton) Compliance Chief
Thank you for your letter. Please see the response to letter #18355.
2. #18602 (Robert Lentz) GT2 Technical Compliance Position
Thank you for your letter. Please see the response to letter #18355.
3. #18720 (Jim Valdez) Grand Touring Letter #18760
Thank you for your letter. Please see the response to letter #18355.
4. #18768 (John Stott) In Favor of a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.
5. #18810 (Pete Peterson) We Need a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.
6. #18826 (Scott Mcclareen) #18355 Input
Thank you for your letter. Please see the response to letter #18355.
7. #19546 (Taz Harvey) Weight Adjustment Mazda RX8
Thank you for your letter. Please see the response to letter #19869, Technical Bulletin.

GT2-ST

1. #19157 (Preston Calvert) Request for Relief of LS7 Inlet Restriction
Thank you for your letter. This engine's restrictor is correct as classified.

GT3

1. #19697 (Jose de Miguel) Error in the GT3 Acura Engine Spec Line
Thank you for your letter. Please see the response to letter #19074, Technical Bulletin.

IT

1. #17958 (Mark Andy) Factory ABS in IT
Thank you for your letter. Please see the response to letter #17952.
2. #18559 (Robert Crawford) Allow ABS in Improved Touring
Thank you for your letter. Please see the response to letter #17952.
3. #18934 (Ricardo Blazquez) Allow Aftermarket Rack and Pinion/Throttle Body on the Mazda RX8
Thank you for your letter. Please see letter #19493 for a response for the power steering request. Cable-actuated alternates to electronic throttle bodies will be considered on a case by case basis upon request and proposal of a specific alternate part to the CRB.

4. #19479 (Glenn Lawton) Do Not Change Wheel Widths
Thank you for your letter. Please see the response to letter #19726.

5. #19521 (Glenn Lawton) Ok With Adder For Stock Wheels That Exceed Class Width Limit
Thank you for your letter. Please see the response to letter #19726.

ITR

1. #19542 (Ben Phillips) Wheel Size Review
Thank you for your letter. Please see the response to letter #19726.

EP

1. #19779 (Ben Phillips) Clarification to Letter #19777
Thank you for your letter. Please see response to letter 19777.

STL

1. #19558 (David Mead) Re: Letter #19460 STL Weight Reduction
Thank you for your letter. Please see the response to letter #19460.

2. #19613 (Casey Gunnell) Support for the Weight Proposal
Thank you for your letter. Please see the response to letter #19460.

3. #19614 (Joe Dillard) Support for Letter #19460
Thank you for your letter. Please see the response to letter #19460.

4. #19616 (Brad McCall) Support for Letter #19460 Feedback
Thank you for your letter. Please see the response to letter #19460.

5. #19633 (James Goughary) Feedback on STL Minimum Weight
Thank you for your letter. Please see the response to letter #19460.

6. #19691 (Bruce Andersen) Input on Potential Weight Reduction for STL
Thank you for your letter. Please see the response to letter #19460.

7. #19752 (Tom Lamb) 1.3 # per CC Proposal
Thank you for your letter. Please see the response to letter #19460.

STU

1. #19492 (Patrick Lipsinic) #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your letter. Please see the response to letter #19258.

Note that when items in the GCR are listed as "free", then they are unrestricted unless subsequently further restricted. Boost control listed as "free" means method of boost control will be "free", including - but not limited to - adding, removing, or replacing turbocharger wastegates.

2. #19849 (Ray Huffmaster) Rules Change Request
Thank you for your letter. Please see the response to letter #19763, Technical Bulletin.

T3

1. #19870 (Todd Lamb) Classify Spec Boxster in T3
Thank you for your letter. Please see the response to letter #19181, Technical Bulletin.

T4

1. #18626 (Todd Lamb) Classify the Spec Boxster in Touring 4
Thank you for your request. Please see the response to letter #19181, Technical Bulletin.

What Do You Think

None.

RESUMES

1. #19895 (Jason Stine) Resume for Production Advisory Committee
Thank you for your submission. Your resume will be kept on file for consideration when there is an opening on the Production Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2016

NUMBER: TB 16-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2016 unless otherwise noted.

American Sedan

AS

1. #19609 (Jim Wheeler) Sub Frame Connectors

In GCR section 9.1.6.D.7.g, add the following language:

"4. A connector may be added between the left and right front frame rails forward of the front axle centerline."

B-Spec

None.

Formula/Sports Racing

None.

GCR

None.

Grand Touring

GT2

1. #19869 (Taz Harvey) RX 8 Weight Break to 2500

In GT2, Engines - MAZDA, classify the following unrestricted engine:

GT2 Engines - MAZDA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
20B	Street / Bridge / Peripheral Port		3924			Unrestricted Automotive type	2500	Must run +100 lbs. for Grand Am transaxle and independent rear suspension. Must comply with all other GT2 rules

GT2-ST

1. #19610 (Jim Wheeler) Viper and Vette Wings.

In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X, add the following language to the Chassis-specific Notes:

"Chassis-specific Notes: OEM fuel tank may be used. *OEM Rear Spoiler may be used in its original configuration.*"

GT3

1. #19074 (SCCA Staff) E & O: Please Remove the Mitsubishi 4G93 in The Acura Spec Line

In GT3, Engines - Acura, remove the following language:

Engines - ACURA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4G93	DOHC	81.0	89.0	1834	Alum. Crossflow	4	Unrestricted	2060	Direct injection not allowed.

GTL

1. #19227 (Peter Zekert) 2016 Sentra Body Classification

In GTL, classify the 2016 Sentra Body Style as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Nissan Sentra</i>	<i>2016</i>	<i>2dr. 4dr.</i>	<i>FWD</i>	<i>94"/97"</i>	

2. #19228 (Peter Zekert) 2016 Versa Sedan and Note body in GTLite

In GTL, classify the 2016 Nissan Versa and Note body styles as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Nissan Versa</i>	<i>2016</i>	<i>5dr.</i>	<i>FWD</i>	<i>94"/97"</i>	
<i>Nissan Note</i>	<i>2016</i>	<i>5dr.</i>	<i>FWD</i>	<i>94"/97"</i>	

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring**STU**

1. #19763 (charles tobel) Pontiac Solstice Restrictor

In STU, Table A, remove the following language:

~~"GM Ecotech LNF / 2000 / 2820 / 34mm TIR required. FWD applications may use TIR chart"~~

(CRB note: car is already running chart weight but at a specified minimum restrictor. STAC suggests opening to chart TIR/weight for competitor choice.)

2. #19919 (SCCA Staff) Require World Challenge Mazda Tire 9.3.45

In STU, World Challenge Spec* Mazda MX5 (2005-) (2750 lbs.), remove the DOT tire requirement in the notes as follows:

~~"Must meet STCS Ride Height. Must meet GCR 9.3.45."~~

In STU, Table B, clarify the tire requirements by adding the following to the table header:

"All World Challenge-spec vehicles must meet World Challenge VTS as listed and World Challenge 2009 Appendix A, unless otherwise specified; competitors must have the VTS sheet for scrutineers upon request. Tires must meet GCR section 9.3.44."

Touring**T2**

1. #19760 (Richard Kulach) Nissan 370Z T2 Aftermarket Header Request

In T2, Nissan 370Z (09-13) / 370Z NISMO Edition (09-13), add the following language to the notes:

"Header permitted - Part # 14002-SS370."

T2-T4

1. #19688 (Eric Heinrich) Audi S4/S5 Wheel Diameter in T2/T3

In T2, Audi S4 (12-14), make the following changes:

Wheel Size: ~~18x10~~ *19x10*

add to the notes: *60mm flat plate restrictor required.*

In T2, Audi S5 (13-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x10**
 add to the notes: **60mm flat plate restrictor required.**

In T3, Audi S4 (12-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x9**
 add to the notes: **19x10 wheels allowed + 100 lbs.**

In T3, Audi S5 (13-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x9**
 add to the notes: **19x10 wheels allowed + 100 lbs.**

T3

1. #19181 (Joseph Cooley) Spec Boxster Classification in Touring
 In T3, classify the Spec Boxster as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Spec Boxster</i>	2700	2418	17 x 8.5	255/40-17	<i>See Rules</i>	3.555/3.889	298 (F) 292 (R)	2650	<i>Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules.</i>

2. #19775 (Christopher Childs) Thanks for screwing up T3 In T3, BMW Z4 M Coupe (2007), make the following change in the notes: "Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. ~~40mm~~ **45mm** 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."

In T3, BMW M3 (01-06), make the following change in the notes: "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. ~~40mm~~ **45mm** 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. Allow 600 lb max front and 650 lb max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed."

T4

1. #19761 (Mike Kenific) Add 17 Inch Wheels to Spec Line.
 In T4, Mini Cooper S (07-09), change the wheel size as follows:
~~16x7~~ **17x7**

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Dave Tweedlie vs. SOM

COA Ref. No. 16-05-SP

June 16, 2016

FACTS IN BRIEF

On April 30, 2016, at the Cal Club Majors event at Buttonwillow Raceway, Curtis Gong, driver of SM #71 filed a protest against Dave Tweedlie, driver of SM #65. Mr. Gong alleged that Mr. Tweedlie violated GCR 6.11.1.A. by making multiple contacts with #71 at the exit of turn 1. The second contact forced #71 into Car #55.

The Stewards of the Meeting (SOM), Jack Brabban, Irene Wells, and Marge Binks, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed two videos. The SOM determined there was sufficient evidence to uphold the protest. The SOM assigned a penalty of Reprimand. Mr. Tweedlie appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Gerald Wannarka, and Spencer Gorham, (Chairman) met on May 26, June 2, June 9, and June 16, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Dave Tweedlie, received May 10, 2016.
2. Official Observers Report and related documents, received May 11, 2016.
3. Videos from Cars #65 and #71, received on May 13, 2016.
4. Witness statement from Casey Preston, Turn One flagger at the event.
5. Response from Marge Binks, received on May 11, 2016.

FINDINGS

Mr. Tweedlie's appeal states that at the apex of turn 1 his Car #65 was struck on his right door by Car #71 and he was forced off course. Upon returning to the course, Mr. Tweedlie contacted Car #71 side to side. He claims to have never left the track and had only two wheels off course. Mr. Tweedlie submitted a video with his appeal that had been viewed by the SOM, but he did provide new information.

The two in-car videos obtained by the SOM provide restricted views of the incident. There were three cars vying for position in turn1 during the second lap of the race. Car #65 entered the corner at the left side of the track. Car #71 performed a late braking maneuver placing him along side #65 at the corner apex. Contact occurred between #65 and #71 that moved #65 off track to the left. #65 then moved right onto the track after the corner exit point. Two contacts then occurred between #65 and #71. The second contact moved #71 to the right and caused contact between #71 and Car #55. Car #55 had moved to be alongside #71 at the corner exit. Car #55 then moved evasively off track to the right. The three cars all resumed competition. Car #71 pulled off track two laps later and retired. Car #65 stopped in the racing pits to have his car checked and then completed the race.

The SOM determined that Car #65 upon returning to the paved course contacted Car #71 in violation of GCR 6.11.1.A. (Drivers are responsible to avoid physical contact between cars on the race track.) The COA agrees with the SOM in that Mr. Tweedlie did return to the track and contact Mr. Gong's car. The COA reviewed the same evidence seen by the SOM and based on the evidence upholds the decision.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jason Connole vs. SOM

COA Ref. No. 16-06-SE

June 9, 2016

FACTS IN BRIEF

On May 7, 2016, at the SARRC/MARRS Challenge event at Virginia International Raceway, Assistant Chief Steward Sara Snider filed a Request For Action (RFA) asking the Stewards of the Meeting (SOM) to investigate contact that occurred among Car #41 driven by Jason Connole, Car #89 driven by Joe Spaid, and Car #21 driven by Jonathan Czarny. The incidents occurred in Turn 1 immediately after the start of the race.

The Stewards of the Meeting (SOM), Peter Roberts, Chris Current, John Snodgrass, and Tony Broglin, Chairman, met, reviewed the evidence, and heard testimony from several witnesses. The SOM determined that Mr. Connole had violated GCR 6.11.1.A-D. (Rules of the Road) by failing to avoid physical contact, depriving other drivers of racing room, and failing to safely complete a pass. Mr. Connole appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on May 19, June 2, and June 9, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jason Connole, received May 13, 2016.
2. Video from SM #15, received May 13, 2016.
3. Official Observers Report and related documents, received May 19, 2016.

FINDINGS

Mr. Connole's appeal letter concedes that his brakes did not initially respond at the start of the race. After pumping the pedal, he states he locked up all four wheels and made unintentional minor contact with Car #5 driven by Lee York. In his appeal, Mr. Connole also refers to other parties who do not appear to have been a factor in this action. The SOM hearing was initiated by a Chief Steward's Request for Action rather than a Protest filed by the parties cited by Mr. Connole. In his appeal, Mr. Connole also referenced an incident at a previous event. The COA considered only the facts of this event in making this decision.

The video submitted by Mr. Connole relating to this incident provided a slightly obstructed view of the Turn 1 action, but it clearly shows Car #41 locking up all four wheels and sliding in a straight line as the track turned to the right. Car #41 made contact with Car #89 causing a carom effect whereby Car #89 contacted Car #21 and both went off course. Ultimately, Car #89 was not able to complete the full race as a result of the contact. Mr. Connole's witness statement confirms that he made contact with Car #89. While the contact between Car #41 and Car #89 and Car #41's allegedly minor contact with Car #5 were unintentional, GCR 6.11.1.A-D. plainly stipulates that each driver is to maintain control of his/her car so they do not make contact with nor impede other cars under close racing conditions. The SOM penalty reflects their decision that Mr. Connole violated GCR 6.11.1.A-D.

The COA reviewed the actions of the SOM and finds sufficient evidence to support their decision. The COA further acknowledges that the penalty of "move to last place in race and loss of all points from Saturday's race" as assessed is within the powers of the SOM. However, per GCR 7.4.A. "Penalties assessed by the SOM...accumulate points according to the following schedule..." The SOM did not assess points as they were required to do. The COA requests that the National Office correct this omission by assessing the two (2) points required per 7.4.A.6. for the penalty of "Loss of time, lap, or finishing position".

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Aaron Bailey vs. SOM
COA Ref. No. 16-11-NP
June 30, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mazda Raceway Laguna Seca, following the P2 Regional Race, Assistant Chief Steward G. M. Hayworth filed a Request for Action (RFA) to investigate egregious blocking of Car #1 by Car #53. This was reported by Start, Turn 11, Turn 1, Pit Fire, R/E, and the tower. The Stewards of the Meeting (SOM), Roger Heyl and R. J. Gordy, Chairman, interviewed David Roberts, driver of P2 #53, and reviewed his in-car video. They determined that the movement was incidental in response to Mr. Roberts checking his mirrors and did not constitute blocking. Aaron Bailey, the driver of P2 #1, is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on June 23 and June 30, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received June 17, 2016.
2. Appeal letter from Aaron Bailey, received June 17, 2016.
3. Videos from Cars #53 (David Roberts) and #1 (Aaron Bailey), received June 22, 2016.
4. Letter from R. J. Gordy, received June 22, 2016.

FINDINGS

In his appeal, Mr. Bailey stated David Roberts verbally threatened him in front of his family and crew in violation of GCR 2.1.7. (Acting in an unsportsmanlike like manner.). Mr. Bailey did not file a protest with the Stewards of the Meeting citing this violation and this issue was not an action at the event. Since Mr. Bailey did not request resolution at the event, the COA will not act on this issue. The COA cannot act as a first court.

Mr. Bailey also states that the SOM never called him to testify or present his witness statement in violation of GCR 8.2. (Hearings and Judgments) which specifies: "The parties concerned will be notified when and where the hearing will occur." Mr. Bailey's car number was named on the RFA making him a party to the action. The COA finds he was not allowed to testify nor present his video and was therefore denied due process.

Mr. Bailey states that David Roberts passed him on the inside of the left hand turn 11. Mr. Bailey was set up to re-pass on the exit of the turn. He alleges that Mr. Roberts repeatedly moved from right to left one or two car widths causing Mr. Bailey to "get out of the throttle". Mr. Bailey's video supports this allegation.

The COA viewed the video of Car #53 (Roberts) from beginning to end and noticed that Mr. Roberts only swerved when looking at his mirrors after he passed Car #1 (Bailey). He passed other cars at turn 11 later in the race and he stayed drivers right without swerving even when his head movements indicated he was looking at his mirrors.

GCR 6.11.1.C. states: "Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room". Mr. Roberts made abrupt changes that impeded Mr. Bailey's attempt to re-pass. The COA finds Mr. Roberts violated this rule.

DECISION

The COA overturns the SOM's decision. Mr. Roberts will receive a reprimand and one point on his license. Mr. Bailey's appeal is well founded and the fee, less the amount retained by SCCA, will be returned.