

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 7, 2017

The Club Racing Board met by teleconference on March 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

STU

1. #21630 (Super Touring Committee) World Challenge Car Eligibility

The CRB would like to inform competitors that in order to compete in STU with a World Challenge Touring Car that does not meet the STCS, the vehicle must first be classified in STU. Please submit requests via www.clubracingboard.com.

No Action Required

HP

1. #21342 (William Black) Classify the Chevrolet Sonic

Thank you for your letter. Please see the response to letter #20097, Technical Bulletin.

STL

1. #21593 (Gregg Ginsberg) Letter 20249 Would Completely Destroy the Intent of STL

Thank you for your comments. The CRB will monitor the results of this decision.

STU

1. #20425 (Shandelle Leonard) Engine Allowance for Mazda MZR-CD

Thank you for your request. Please submit a VTS through crbscca.com.

2. #21536 (Tim Wise) Don't Remove the PWC MX-5 Spec Line for the VTS Dated 1/15/2013

Thank you for your letter. There are no plans to make this change at this time.

T1

1. #21494 (Joe Aquilante) Publish All Letters To The Comp Board So All Members Can See Them

Thank you for your letter. There are several reasons that all letters and their full text are not published. The internal discussions of the CRB and Advisory Committees are confidential. Many times the content of letters as well as the information disclosed and discussed in the meetings is not intended by the author to be shared with other competitors. A rule which required publication of the entire contents of all letters or other documents submitted would have a chilling effect and dissuade parties from providing the most comprehensive information and data available. With up to 200 or 300 letters per month, some many paragraphs long, with attachments and data sheets, it is not possible to publish all of the letters even without the confidentiality issues. Although it does happen, it is very rare that the CRB does not follow the recommendations of the Advisory Committees.

Not Recommended

F500

1. #20771 (Jim Murphy) Better Way to Make Performance Adjustments
Thank you for your letter. The CRB does not recommend this change.

FE

1. #21462 (Bob Hudson) Add Waiver Allowance for Tire Rule
Thank you for your letter. After consulting SCCA Enterprises, the CRB does not recommend this change.

GCR

1. #20901 (Hilton Tallman) Starting Zone for All Tracks Where SCCA Races
Thank you for your letter. Track configurations and current language for control of starts by the Starters and the use of Start Judges will address these concerns. If necessary, this can be added to event supplemental regulations.
2. #21148 (Kelley Huxtable) Acceptance of Provisional Pro License
Thank you for your letter. There are too many variables with respect to why and to whom provisional Pro Racing licenses are given.

GT1

1. #21512 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254
Thank you for your letter.
2. #21514 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254
Thank you for your letter.

GT2

1. #21507 (Amir Haleem) Engine Allowance for Toyota Supra
Thank you for your letter. This request exceeds the performance limits of GT2 class.
2. #21515 (Craig Anderson) Appendix K STO - Cars Without ABS
Thank you for your letter.

GT3

1. #21483 (Joe Huffaker) Mazda Alternate Crankshaft Allowance
Thank you for your letter. Crankshafts used in GT may be "custom built" but must maintain original OEM specifications of the engine they were designed for.
2. #21499 (Wolfgang Maik) GT3 Toyota 1800cc 4AGE and 7AFE
Thank you for your letter. Crankshafts used in GT may be "custom built" but must maintain original OEM specifications of the engine they were designed for.

GTL

1. #21310 (Jack Holdaway) Rear Drive Weight Penalty
Thank you for your letter. The weight penalty is fair and justified in this particular

instance. Other classes use a 5% weight penalty for RWD vs. FWD for the same car.

ITA

1. #21372 (Ricardo Velez) Honda Civic Si

Thank you for your letter. The car is correctly classified.

EP

1. #21382 (Eric Powell) Porsche 924S Intake Manifold Porting

Thank you for your letter. Allowing this modification on a level 2 prepared car is contrary to the rules and class philosophy.

2. #21383 (Eric Powell) Porsche 924S Throttle Body Increase

Thank you for your letter. Allowing this modification on a level 2 prepared car would be contrary to the rules and class philosophy.

3. #21384 (Eric Powell) Porsche 924S Camshaft Lift Increase

Thank you for your letter. The CRB will continue to monitor the performance of this car closely. The CRB believes more competition history is needed on this car given its present stage of development.

4. #21427 (Morey Doyle) Weight Reduction for Triumph TR8 to 2350 lbs, E Production

Thank you for your letter. There is insufficient competition history on this car to warrant a competition adjustment at this time.

5. #21489 (Aaron Johnson) Request for Review of Letter #21100 - Honda S2000 Spec Line Cons

Thank you for your letter. This request involves two different models of the Honda S2000 and what is sought is contrary to class philosophy.

Prod

1. #21366 (Mike W. Ogren) Oversight for American Racer Wheel Allowance

Thank you for your letter. Based on research completed by the SCCA the rule has not changed since it was adopted.

SM

1. #20525 (Dave Wheeler) Allow Suspension Upgrades

Thank you for your letter. The CRB decided not to allow updating/backdating of suspension components at this time.

STU

1. #21433 (Toby Grahovec) Request BMW M235i Racing in STU

Thank you for your request. This car is outside the performance potential of STU. The CRB does not recommend this at this time.

2. #21493 (David Mead) Allow Aluminum Driveshafts in STU

Thank you for your letter. The CRB does not recommend this change at this time.

3. #21525 (David Mead) Allow Tubular Cross Members in STU

Thank you for your request. The CRB does not recommend this change as it is out of the class philosophy.

T1

1. #21513 (Isaac Preston) BMW E46 M3 Composite Doors

Thank you for your letter. The CRB does not recommend this because SCCA is moving away from using composite body components in Touring.

T2

1. #21419 (Garry Crook) My Car Cannot Keep Up

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

2. #21420 (Garry Crook) Safety Concern: Lower Control Arm

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

3. #21421 (Garry Crook) Brake Disc Size

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

4. #21422 (Garry Crook) Need More Horsepower

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

5. #21423 (Garry Crook) Allow Catalytic Converter Elimination

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

6. #21482 (Jason Ott) BMW M3 Aero Request

Thank you for your letter. This is not recommended because it is not an OEM option and against class philosophy.

T4

1. #21356 (Dan Wiegandt) Rear Camber Adjustment

Thank you for your letter. Please propose individual specification line adjustments before November 2017 for the 2018 season.

Recommended Items for 2018

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. #21635 (GCR Committee) Small Events Alternate Stewarding Model

NOTE: This letter was approved by the Board of Directors in March 2017 for immediate implementation.

Effective immediately, add a new appendix to the GCR as follows:

APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL

This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events. Unless specifically listed below all other sections of the GCR shall apply.

1. EVENTS

This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

2. SUPPLEMENTAL REGULATIONS

The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

3. REQUIRED STEWARDS

3.1 The minimum stewards required for the event are the Chief Steward and the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.

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

3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.

4. STEWARDS

4.1. Powers of the Chief Steward

4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section

5.12.1, as well as Section 7, and Section 8.

4.1.A.2. In certain circumstances, it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be

processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.

4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.

4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section

5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

4.2. Assistant Chief Steward – Clerk of the Course (COC)

4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.

4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

GT1

1. #21302 (Mike Kapp) Allow Use of All Pro Cylinder Head AP227

Thank you for your letter. Add All Pro Cylinder Head AP227, AP220 & AP272 to section 9.1.2.D.1.e.3.

In GCR section 9.1.2.D.1.e.3, add the following language:

“V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, aluminum V-6 GM bow tie block, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder heads, **AP227, AP220, AP272** and part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (Siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.”

The CRB recommends this change become effective **6/1/17**.

STL

1. #21445 (Super Touring Committee) STL Type R spec

GCR 9.1.4.2.I, Table A (p636 Feb 17 GCR), first row “Acura/Honda B18C (JDM Type R)” et al, change Notes items as follows:

“Any porting and or polishing of intake and or exhaust ports outside of the ~~GCR 9.1.4.2.B.3~~, 1” port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications.”

T3

1. #21185 (Robert Schader) Suspension Parts Substitution

Thank you for your letter. Add to the Notes for the below specification lines:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)

Rear spring relocation to shock permitted.

Nissan 370Z (09-16) / 370Z NISMO Edition (09-13)

Rear spring relocation to shock permitted.

Taken Care Of

P2

1. #21477 (Garrett Kletjian) P2 Weights - Spec Line B.5

Thank you for your letter. Please see the response to letter #21428, February 2017 Fastrack Technical Bulletin.

GCR

1. #20925 (Hilton Tallman) Start Zones #20901

Thank you for your letter. Please see the response to letter #20901.

GT

1. #21542 (Stuart Robinson) Car Classified Wrong Class

Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

GT2

1. #20530 (Jonathan Benefield) Ginetta G55 Homologation

Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

SM

1. #18817 (Mark Beyer) Replacement Front Wheel Hub With Tapered Roller Bearings

Thank you for your letter. Please see the response to letter #21362, March 2017 Fastrack Technical Bulletin.

2. #20629 (Chris Dilluvio) Allow 90-97 Cars to Use 99-05 Rear Suspension Uprights

Thank you for your letter. Please see the response to letter #20525.

3. #20910 (Dan Goff) Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

4. #20913 (Tom Brown) Sub Frame Bracing

Thank you for your letter. Please see the response to letter #20909.

5. #20914 (Joseph Tobin) Sub Frame Weld

Thank you for your letter. Please see the response to letter #20909.

6. #20915 (Dan Tiley) I Support Allowing Gussets to be Welded to SM Forward LCA Mounts

Thank you for your letter. Please see the response to letter #20909.

7. #20917 (Jamie Tucker) Reinforcement of the Front Sub-Frame

Thank you for your letter. Please see the response to letter #20909.

8. #20928 (Chris Lefferdink) Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

9. #20955 (Steven Holloway) Please Reconsider Allowing Front Subframe Bracing

Thank you for your letter. Please see the response to letter #20909.

10. #20980 (Tom Fowler) Front Sub Frame

Thank you for your letter. Please see the response to letter #20909.

11. #21047 (MICHAEL LATTANZIO) Front Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

12. #21118 (Marc Cefalo) Support Proposal B Allow Intractability Between Listed NA Cars

Thank you for your letter. Please see the response to letter #20525.

13. #21123 (Jim Drago) NA/NB Suspension

Thank you for your letter. Please see the response to letter #20525.

14. #21201 (Brandon Fetch) Suspension Proposal

Thank you for your letter. Please see the response to letter #20525.

STU

1. #21430 (Jason Hart) BMW M235i Racing in STU

Thank you for your letter. Please see the response to letter #21433.

T1

1. #21517 (Rob Bodle) Intake/Non OEM

Thank you for your letter. This configuration is classified under the following spec line:

5000 Coyote / weight: 3475lbs / 70mm flat plate restrictor

T4

1. #21443 (Dan Wiegandt) Limit Model Years for Subaru BRZ and Scion FRS

Thank you for your letter. Please see the response to letter #21143, February 2017 Fastrack Technical Bulletin for capping 2016 in the specification lines and letter #20514, March 2017 Fastrack Technical Bulletin for the addition of 2017.

What Do You Think

T1

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP

The Touring Advisory Committee has been asked to consider allowing engine swaps in T1-LP. Some of the engines used are becoming difficult to obtain. Please provide your thoughts on

allowing this for 2018 through crbscca.com.

RESUMES

1. #21438 (Blake Meredith) Resume for Production Advisory Committee

Thank you for your interest and for submitting your resume to the Production Advisory Committee. It will be kept on file for any future openings.

TECH BULLETIN

DATE: March 20, 2017

NUMBER: TB 17-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/31/2017 unless otherwise noted.

American Sedan

AS

1. #21580 (Jim Wheeler) Clarify The Bumper Absorbing Material Rule

In GCR section 9.1.6.D.7.c.1., add the following language:

“Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. *Bumper absorbing material may be removed.*”

2. #21581 (Jim Wheeler) Allow Removal of Electric Steering on Full Prep Cars

In GCR section 9.1.6.D.9.d., add a new section as follows:

“4. Full Preparation cars that have OEM electric steering may remove it.”

B-Spec

None.

Formula/Sports Racing

FC

1. #21540 (Club Racing Board) Change Zetec Oil Pump Diameter

In GCR Section 9.1.1.B.16.h, change the last sentence as follows:

“The maximum pressure rotor dimensions are 1.600 inches in diameter and ~~0.863~~ *1.025* inches in length.”

FV

1. #20133 (Formula/Sports Racing Committee) Clarify FV Intake Manifold Language

In GCR section 9.1.1.C.5.D.20.d., remove the following language:

“All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds ~~must remain unpainted with color but~~ may have a thin, transparent or translucent ~~coat of rust proofing material or clear coating type~~ of rust proofing material applied. Discoloration or darkening of the manifold itself from heating or aging, or yellowing of coatings with aging, is allowed. Other than the allowed ~~clear coat~~ coating for rust protection, any other type of coating including conversion coatings ~~or the addition of color~~ are prohibited. Removing material from the outside of the manifold to achieve the legal dimensions is not permitted.”

P2

1. #21392 (Jeff Shafer) P2 Rear Wheel Max Width Error or Omission

In GCR section 9.1.8.D.F, make the following change:

“Wheels shall have a minimum diameter of 10 inches and cars with wheels exceeding ~~10~~ *10.5* inches and up to 11 inches in width shall carry a 25lb penalty, cars with wheels exceeding 11 inches in width shall carry a 50lb penalty, unless otherwise specified and provided they are identical for the right and left front axles and identical for the right and left rear axles.”

GCR

1. #21251 (Laurie Sheppard) Appointment of Officials

In GCR Section 5.1.2.B., make the following changes:

“The SCCA will appoint for each ~~Conference~~ *Super Tour*, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event’s Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their ~~Conference~~ *Super Tour*. At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority”

2. #21350 (Chris Morgan) Battery Placement Clarification

In GCR section 9.3.8., add the following language to the first sentence:

“Battery location is unrestricted within the bodywork (except Spec Miata, Touring, *B-Spec*, and Improved Touring).”

3. #21473 (Chris Morgan) Master Switch not Required in B-Spec

In GCR section 9.3.33., add the following language to the first sentence:

“All cars, except Touring *and B-Spec* shall be equipped with a master switch easily accessible from outside the car.”

4. #21664 (SCCA Staff) Update the Road Racing Field Logo

Effective immediately, in GCR section 9.3.28, replace the current field logos as follows:

In 9.3.28.C, change the reference to figure 4a to figure 4:

“Each driver’s suit shall display the official SCCA uniform patch logo (see figures 2 and 3). Each car competing in an event shall display the official SCCA field logo (see figures 4a 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped”

Below GCR section 9.3.28.D, remove Figure 4 and Figure 4a:



Add new Figure 4:

Figure 4



See Race Memo RM 17-04

Grand Touring

1. #21570 (Stuart Robinson) Reclassify V6 Ginetta G55 to GT2
 Effective immediately in GT1-ST, remove the incorrectly classified Ginetta G55
 and re-classify it to GT2/ST as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Ginetta-G55	3700	2650		Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Factory (OEM manufacturer) Lexan front windows allowed as delivered.

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ginetta G55</i>	<i>3700</i>	<i>2650</i>		<i>Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Cars must comply to 2017 GT4 specs. Factory (OEM manufacturer) Lexan front windows allowed as delivered.</i>

GT2

1. #21320 (Kathy/Topp Racing Performance Mead) Classify the Porsche Cayman GT4 Clubsport in GT2
 In GT2-ST, classify the Porsche Cayman GT4 Clubsport as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Porsche Cayman GT4 Clubsport</i>	<i>3800</i>	<i>2950</i>		<i>Cars must comply to 2017 GT4 specs.</i>

GT3

1. #21429 (Michael Heintzman) Addition of Models into GTCS
 In GT3, Cars - Mazda, classify the 2016-2017 Mazda MX-5 Miata and 2017 Mazda MX-5 Miata RF as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MX-5 Miata</i>	<i>16-</i>	<i>2dr</i>	<i>RWD</i>	<i>91.0</i>	
<i>MX-5 Miata RF</i>	<i>17-</i>	<i>2dr</i>	<i>RWD</i>	<i>91.0</i>	

2. #21500 (Jeff Barrow) Classify 2002 Acura RSX s in GT3
 In GT3, Acura RSX, add to the notes as follows:

“Stock fuel tank allowed.”

Note: See Racing Memo 17-03.

Improved Touring

None.

Production

1. #21373 (Glen McCready) Allow '06-'14 MX-5 an Alternate Cable-Driven Throttle Body In EP, Mazda MX-5 (06-14), make the following changes:

Fuel Injected Equipped Throttle Body:

~~“stock throttle body i.d. 60mm”~~

notes:

“Stock Acura 60mm cable operated throttle body part number 16400-PND-A17 permitted.”

FP

1. #20097 (William Black) Chevrolet Sonic

In FP, classify the Chevrolet Sonic as follows:

See attached.

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Chevrolet Sonic (2012-2016)</i>	<i>2</i>	<i>2200 * 2255 ** 2310</i>	<i>4 Cyl. DOHC</i>	<i>80.5mm x 88.2mm</i>	<i>1796cc</i>	<i>Iron</i>	<i>Alum</i>	<i>(I)</i>	<i>Fuel injection</i>	<i>99.4"</i>	<i>63.7"/63.7"</i>

FP	Wheels (max)	Trans.	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Chevrolet Sonic (2012-2016)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 274 mm 26mm solid (R) 229 drum</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

Spec Miata

1. #20909 (Chase Heikkila) SM Front Subframe Bracing

In GCR section 9.1.7.C.3., add a new section as follows:

“s. Front subframes may use Mazda Part #0000-04-5989.”

2. #21184 (John Bauer) Clarify Removing Material From Short Turn Radius

In section 9.1.7.C.1.f.4, clarify short turn radius modifications as follows:

“No material may be removed *(except as permitted in section 9.1.7.C.1.f.3)* or added from the short turn radius in the port.”

Super Touring

ST

1. #21629 (Super Touring Committee) World Challenge Touring Cars

In GCR section 9.1.4.A., change the language in the third paragraph as follows:
 “World Challenge ~~vehicles~~ **Touring Cars** that are non-compliant to the STCS but compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. See 9.1.4.H.4.”

STU

1. #20723 (gregory goss) Additional Supercharge Spec to be added in STU for Honda S2000
 In STU, Table B, Honda S2000, separate the 2000cc and 2157cc spec lines then add new language to the notes as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda S2000	2000	3100	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. <i>Comptech S/C Kit 354-090, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".</i>
Honda S2000	2157	3150	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. <i>Comptech S/C Kit 354-090A, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".</i>

2. #21441 (Eric Thompson) Safety First Request - Knuckle, Hub, Bearing, CV Failure - Part 2
 In GCR section 9.1.4.1.D., add a new section as follows:

“7. Alternate suspension components inc spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.”

3. #21488 (Eric Fiest) Please Classify the JDM H22a EuroR Engine
 In STU, Table B, classify the Honda JDM H22a engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda JDM H22a</i>	<i>2157</i>	<i>Chart</i>	<i>Must meet all ST engine regulations.</i>

Touring

T1

1. #21534 (Eric Heinrich) BMW M235iR(Racing) in T2
 Effective immediately in T1, classify the BMW M235iR (racing) as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>BMW M235iR</i>	<i>2979</i>	<i>3275</i>			

T2

1. #21282 (Darrell Anderson) Allow a Road Race Oil Pan or Accusump
 In T2, Ford Mustang GT 5.0L (2015-), add the following language to the notes:
“Ford Racing oil pan #M-6675-M50BR permitted.”

2. #21624 (Club Racing Board) Correct the Cadillac ATS-V (16-17) Wheel Size
 In T2, Cadillac ATS-V (16-17), correct the wheel size as follows:

~~48~~ *18 x 10*
18 x 11

3. #21681 (Club Racing Board) Correct the BMW M235i R Platform Name
In T2, BMW M235i R (2016-), correct the platform name by removing the "R" as follows:
BMW M235i R (2016-)

T3

1. #21533 (Eric Heinrich) Correct E36M3 Specs in T3
In T3, BMW M3 (96-00), make the following corrections:

Bore X Stroke (mm): ~~85 x 85~~ **86.4 X 89.6**

Displacement (cc): ~~2793~~ **3152cc**

Wheelbase: ~~406.3" (=2700mm)~~ **2700mm**

Final Drive: ~~3.38~~ **3.64**

Brakes: (F) ~~325mm~~ **315mm** (R) ~~228.6mm~~ **312mm**

2. #21703 (Club Racing Board) Correct the V6 Mustang (2015-) Restrictor Size
In T3, Ford Mustang V6 (2015-), correct the restrictor language in the notes as follows:
~~"36mm TIR required."~~ ***55mm flat plate restrictor required.***

T4

1. #21432 (SCCA Staff) Classify the 2015 Miata

In T4, Mazda MX-5 (04-15), make the following change:

Mazda MX-5 / Club Model (~~06-14~~) **(06-15)**

**JUDGEMENT OF THE COURT OF APPEALS
Stephen Temple vs. SOM COA Ref. No. 16-18-SP
February 16, 2017**

FACTS IN BRIEF

On October 30, 2016, at the Pacific Coast Road Racing Championship at Auto Club Speedway, Stephen Temple, driver of FF #15 filed a protest against Eric Little, driver of FF #5. Mr. Temple alleged that Mr. Little violated the 2016 Cal Club Supplemental Regulations Formula F Tires and GCR 9.1.1.B.10.e by using tire compounds not specified in the rules.

The Stewards of the Meeting (SOM), Irene Wells, and John Reitman, Chairman, met, reviewed the evidence and heard testimony from witnesses. The SOM determined the specific tire rule relied upon by Mr. Temple had been deleted from the Supplemental Rules earlier in 2016. The SOM ruled the tires used by Mr. Little were therefore compliant and disallowed the protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on November 17, 2016, December 8, 2016, February 9, 2017, and February 16, 2017, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Stephen Temple, received November 11, 2016.
2. Official Observers Report and related documents, received November 11, 2016.
3. Copy of Entry Form and Supplementary Regulations as published and distributed and other documents, received on December 2, 2016.
4. Chairman, SOM, Responses to COA Questions, received December 19, 2016.
5. Amended ruling and associated documentation, received February 9, 2017.

FINDINGS

Mr. Temple's appeal states the Pacific Coast Road Racing Championship Supplemental Regulations distributed with the entry form and also on the Cal Club web site included the restrictive Formula F tire rule. He, therefore, felt it must be enforced.

The COA reviewed the documentation in the file, determined several procedural issues existed and returned the protest to the SOM through the Executive Steward, Southern Pacific Division, with a request that it be reopened, reviewed and reheard.

The SOM met at Auto Club Speedway on January 14, 2017, and reopened the protest. The SOM obtained testimony from all parties and reviewed all the evidence. Based on the reevaluation, the SOM issued a revised ruling upholding Mr. Temple's protest. The final results were amended.

The SOM fully discussed and explained both their findings and revised ruling with all parties. All parties were offered the opportunity to appeal the revised ruling. No party to this matter requested further review by the Court of Appeals. This matter is now closed.

DECISION

The Court of Appeals dismisses Mr. Temple's appeal and returns it unheard. The appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Curtis Gong vs. SOM COA Ref. No. 17-01-SP
February 16, 2017

FACTS IN BRIEF

On January 14, 2017, following the Group 7 U.S. Majors Race at Auto Club Speedway, Curtis Gong, driver of Spec Miata (SM) #71, filed a protest against Justin Hall, driver of SM #41, for contact resulting in Mr. Gong spinning and going off course. Mr. Gong asserted Mr. Hall had violated General Competition Rules (GCR) 6.11.1.A., B., & C. Mr. Hall, who was also forced off course during the incident, filed a protest against Mr. Gong citing violation of GCR 6.11.1.A. alleging avoidable contact. The Stewards of the Meeting (SOM), Bill Wells, Edward Paul, Roger Littel, and Jack Kish, Chairman, met, reviewed the evidence, heard testimony from witnesses, upheld Mr. Hall's protest, and disallowed Mr. Gong's protest. In upholding Mr. Hall's protest, the SOM determined that Mr. Gong had violated GCR 6.11.1. by turning into Car #41 and causing the contact. The SOM assigned a penalty of Loss of Finishing Position by moving Car #71 from position 16 to position 18 (which also affected the grid for the January 15 race) and assessed two (2) penalty points. Mr. Gong is appealing the decision of the SOM based on video evidence not available to the first court.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on February 9 and February 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Curtis Gong, received January 23, 2017.
2. Rear-facing Video from Car #68, received January 23, 2017.
3. Official Observers Report with related documents, witness statements, and videos, received February 1, 2017.

FINDINGS

In his appeal, Mr. Gong provided still shots and truncated rear-facing video from Car #68 (Clement Lee) purportedly showing that midway through Turn 3 on the first lap of the race there were two distinct lines of cars. Mr. Gong asserts that approaching Turn 4, Mr. Hall in Car #41 moved to the center between the two lines to pass both Car #12 (Grant Westmoreland) and Mr. Gong in Car #71, thereby causing the contact.

The COA examined Mr. Gong's appeal letter, his analysis, and viewed the new video he provided. The COA also reviewed the original protests, witness statements included in the Observers Report, and viewed the three videos submitted to the SOM: front-facing video from Car #71 (Gong), front-facing video from Car #41 (Hall), and front-facing video from Car #10 (Wesley Mollno). Mr. Mollno's car was immediately behind Mr. Hall in Turn 3. The file also included a detailed summary of the hearing provided by Chairman Kish as part of the Observers Report.

Based on careful viewing of all four videos, the COA determined that there were three distinct lines of cars in the middle of Turn 3. The COA noted a car at the front of the pack entering Turn 3 had a momentary loss of control and locked up the brakes creating a large cloud of smoke, which caused the trailing cars to take evasive action. This evasive action caused multiple cars, including Car #12, to enter the corner outside the right edge of the track, which was marked with orange cones.

Approaching Turn 4, Car #12 was trying to regain control and return to the racing surface. Mr. Hall had stayed on the marked surface and was overtaking Car #12 and Mr. Gong at the same time as Car #12 was moving to the left, returning to the proper racing surface. Mr. Hall moved to center track (which was clear) giving Car #12 room for reentry without

impeding Mr. Gong. At the same time Mr. Gong was rapidly running out of track on the left side and he moved slightly right to turn in to Turn 4. This placed Mr. Hall in the center of two converging lines of cars with others tightly following, which left him no opportunity to take any additional action that would have avoided contact. In fact, after contact with Car #71 slowed him slightly, Mr. Hall's car was immediately contacted by two trailing cars. The COA finds it impossible to divine a scenario in which some contact would not occur in this situation.

The COA, therefore, overturns the decision of the SOM without assessing blame to either party. The COA finds the SOM acted appropriately with the information that was available to them. As the penalty assessed was a loss of position affecting the January 15, 2017 grid, the COA cannot provide Mr. Gong with complete relief, but the penalty points assessed against Mr. Gong's license will be removed.

DECISION

The COA overturns the SOM's decision and removes the two (2) penalty points assessed against Mr. Gong. Mr. Gong's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Claudio Burtin vs. SOM COA Ref. No. 17-02-SE
February 16, 2017

FACTS IN BRIEF

On January 14, 2017, following the Group 5 Hoosier Racing Tire Super Tour Race at Sebring, Florida, Claudio Burtin (GT1 #71) protested Simon Gregg (GT1 #59) citing non-compliance regarding engine displacement. The Stewards of the Meeting (SOM), Bob Henderson, Matias Bonnier, John Edridge, Stu Cowitt and John Walsh, Chairman, met, set a bond, reviewed the evidence, and determined the engine displacement to be compliant. Mr. Burtin appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on February 2, February 9, and February 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Claudio Burtin, received January 25, 2017.
2. Official Observers Report and related documents, received February 2, 2017.
3. Email and documents from John Walsh (Chairman of the SOM), dated January 17, 2017.

FINDINGS

Mr. Burtin's protest originally stated "The motor is big. The motor is oversized for the regulation of what is allowed." After discussing the protest with a driver advisor the protest was amended with additional specificity: "Larger than 366 cubic inches." The SOM accepted the protest and worked with both parties to set a mutually agreeable timeline and method for determining the engine's displacement.

The SOM received a signed letter of Agreement of Measurement Process from the Protestor and Protestee. This stated the measurements would be made at the track independently by three Tech Inspectors with a tolerance of plus or minus .002 inches. A bond was set to remove and replace both cylinder heads. Tech performed the measurements for cylinder bores and strokes on the left bank and calculated the total engine displacement at 359.9 cubic inches. The SOM confirmed the measurement methods and calculations were proper, determined the engine displacement to be well under the maximum permitted, and judged that neither the Protestee nor the Protestor would benefit from further invasive inspection, The SOM declared the engine displacement compliant.

The General Competition Rules (GCR), appendix F (Technical Glossary) defines displacement as the swept volume of one cylinder times the number of cylinders in an engine. The inspection of the engine exceeded this definition. Mr. Burtin argued that in an asymmetric engine design "displacement can only truly be measured by measuring all cylinders". The COA considered his position and performed mathematical calculations to identify the cylinder modifications necessary in the opposite bank to achieve and then exceed the allowable displacement for Car #59. Those calculations were based on the actual values of the measured bank both individually and collectively. The COA determined that for this engine to be a non-compliant, asymmetrical engine, the right side cylinders would need to be bored an additional 0.070 of an inch to make the displacement exceed 366 cubic inches. The imbalance would be drastic, thus negating any advantage of the increased displacement.

DECISION

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

reduced commensurate with removal of only one cylinder head. The bond distribution will not be changed. \$780 will be returned to the Protestor for work planned but not completed. The remaining bond will be returned to the Protestee.