

BOARD OF DIRECTORS

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met in Kansas City, Missouri March 31 and April 1, 2017.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. KJ Christopher was absent.

Staff participating were: Mindi Pfannenstiel, Senior Director of Finance; Eric Prill, Vice President and COO and Aimee Thoennes, Executive Assistant.

The meeting was called to order by Vice Chairman Helman.

Pfannenstiel provided the Bod a financial report. An update was given on the cost accounting management reporting results. Discussion about insurance coverages for Regions who are supporting non SCCA events. The consolidated audit will begin with fieldwork the second week of April.

IT Committee has reestablished their weekly calls and had one face to face meeting. IT Committee reported on their review of netForum and supported the desire of the staff to work with Abila as explained in the Statement of Work. The goal is that their consultants will be at the National Office for hands on training to assist with combining our processes with the system to promote efficiencies and accurate data. Additional discussion on Registration systems continues.

Prill provided program updates and discussion over region car counts per event. Projections for 2017 Runoffs participation with survey data. GCR will be available via Amazon. Staff is utilizing Amazon CreateSpace for rulebooks to provide consistent opportunity to download or print.

MOTION: To approve CRB Recommended Items as presented see Appendix A. Merideth/Lindstrand. **PASSED.**

MOTION: to accept the changes to the Recommended Rule changes 2 a-d to read as shown below. Coleman/Davis. **Passed.**

2 RallySprint vehicles will be classified into one of four categories:

a RallySprint Two-Wheel Drive Under 2.5 Liters (R2U) - for front- or rear-wheel drive vehicles with adjusted engine capacity of 2499 cc's or less.

b RallySprint Two-Wheel Drive Over 2.5 Liters (R2O) - for front- or rear-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

c RallySprint Four-Wheel Drive Under 2.5 Liters (R4U) - for all- or four-wheel drive vehicles with adjusted engine capacity of 2499 cc's or less

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d RallySprint Four-Wheel Drive Over 2.5 Liters (R40) -- for all- or four-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

MOTION: to approve the recommended rule change to IX. Event Safety Requirement with modifications to the last sentence in section B. End of sentence shall read: "ambulance must be on site or notified in advance of the event". instead of "on call".

Coleman/Davis.

Passed.

IX. Event Safety Requirements.

B. A cellular phone or other means of reliable communications must be available on-site to contact authorities in the event of an emergency. For RallySprint events, at least one medical first responder (e.g. EMT, Paramedic, RN, Physician) must be on site and an ambulance must be on site or notified in advance of the event.

MOTION: to appoint Kent Hamilton to fill the vacant position on the RXB. Coleman/Lindstrand.

Passed

MOTION: To adjourn. Merideth/Dowie. PASSED.

Appendix A: Club Racing Rules

Recommended Items for 2018

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

SRF

1. #21358 (March Fastrack - Todd Butler) SRF to SRF3

Per agreement between SCCA Enterprises, SCCA Enterprises BoD, SCCA Inc BoD representatives, and CRB, change 9.1.8.2.A.:

9.1.8. Spec Racer Ford (SRF) Specification

2. SPEC RACER FORD 3 (Parallel Class with SRF for 2015-2017)

A. SRF3 DEFINITION It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships. ~~At some point, the SRF (1.9 powered cars) may become a regional only GCR class.~~ *Effective 1/1/2018 the SRF (1.9L) will become a regional only GCR class but may enter SCCA Majors and Runoffs races as a SRF3 in full compliance with the SRF (1.9L) rule set.*

During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:

- Top 5 SRF/Top 3 SRF3 for 2015
- Top 5 SRF/Top 5 SRF3 for 2016
- Top 3 SRF/Top 5 SRF3 for 2017.

There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs Cars must be converted per "SCCA Enterprises Conversion Manual" and it shall be used a reference standard for converted cars. SRF3 cars must comply with all current SRF rules and regulations in 9.1.8.C.1. except as follows

GCR

1. #21257 (March Fastrack - Greg Amy) GCR 9.3.18 and RM 16-08

Thank you for your letter. Add to 9.3.18.E.1.: *SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.*

GT1

1. #21302 (April Fastrack - 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. #20249 (March Fastrack - Stephen Blethen) Allow All ITS Cars to Run in STL
Thank you for your letter.

Edit STL Table B:

ITS, ITA, ITB, or ITC vehicles ~~with a reciprocating piston engine of 2.0L or less engine displacement, 1985+~~

2. #21445 (April Fastrack - 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 (April Fastrack - 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.

SOLO EVENTS BOARD | March 22

The Solo Events Board met by conference call March 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut of the BOD; Raleigh and Velma Boreen. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2018**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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 Solo Events 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.soloeventsboard.com.

Street

#20099 SSR numbers

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

~~4. Participation Requirement If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

#20246 Changes to SSR

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

"This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.

~~2. Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~

~~3. Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory."~~

Member Advisories

Street Prepared

#20625 Reliability improvement clarification

Mating parts may be modified to accept alternate fasteners used to mount replacement items allowed due to 15.8.L and 15.10.DD. Alternate fasteners must meet the same restrictions as all other components replaced under the reliability rules.

Change Proposals

Street

#20242 Lotus Elise Classing

The SAC would like member feedback on the following revised version of proposed classing changes (original version appeared in the November Fastrack):

Move **to SS** from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige S (exc S260, club racer)(2006-2011)

Move **from SS to AS**:

Lotus

Elise (non supercharged) (2005-2011)

Exige (non supercharged) (2006-2011)

#20511 Adding new cars to SSR

The SAC is requesting member feedback on adding the following new listings to Appendix A:

SSR

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro SS 1LE (V8) (2017)

Camaro ZL1 (2017)

Corvette C7 Grand Sport (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)
Mustang Shelby GT350R (2016)
Mustang Shelby GT500 (2007- 14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

Cayman GT4 (non-Clubsport) (2016)

911 (exc GT3) (2015-2017)

#21519 More expansive, non-performance electronic defeats

Per the SAC, member input is requested on the following proposal to add to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

Prepared

#15375 Limited Prep rules cleanup

The PAC is requesting member feedback on the following changes to the Limited Prepared rules. The proposed changes remove unnecessary restrictions, that have limited impact on the competitiveness of a vehicle. These changes also ease the transition from Street Touring, into Limited Prepared Category.

~~“17.5.D. Level 2 Preparation (Limited Prep) Vehicles~~

- ~~1. Any springs or torsion bars can be used provided the quantity and type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

- ~~1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~
- ~~2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.”~~

Modified

#21231 Rear anti roll bar on Solo Vee

Per the MAC, in order to restore consistency with the current GCR wording, CM section C.7.c is proposed to be changed as follows:

Springs, shock dampers, their actuation, *anti roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*

Other Items Reviewed

Street

#21597 #21277 Allowing Skip Shift Defeat Devices

Thank you for your input. The SAC appreciates your contribution to the verbiage.

#21697 SSR: Proposals 20099 & 20246

The SAC would like to thank the following letters for their input on SSR proposals #20099 and #20246: 20268, 20269, 20273, 20274, 20278, 20289, 20290, 20291, 20292, 29295, 20296, 20324, 20327, 20586, 20932, 20938, 20954, 20966, 20978, 21616, 21618, 21619, 21650, 21691, 21692, 21693, 21694, 21695, 21697, 21651, 21531, 21395, 21149, 20978, 20933, 20325

#21559 Move from BS to CS - Z4 (coupe and roadster)(non M) (2003-2008)

Thank you for your input.

#21558 Update to 12-month rule proposal

Thank you for your input.

Not Recommended

Street

#21509 Move C7 Corvette Grand Sport from SS to AS

Thank you for your input. The SAC will continue to monitor the performance of the all of the Corvette models.

#21511 Active preheating of fluids

Thank you for your input. Per 1.3.2.P, the SAC believes it would be a safety hazard to allow open flames or other active heating devices in Grid.

#21526 Wheel Width Allowance

Thank you for your input. The SAC feels the current wheel allowances provide competitors adequate tire fitment allowances.

#21615 BMW Z4 from BS to CS, Change to wheel offset

Thank you for your input on the Z4 classing proposal #20588. However, the SAC believes the current offset rule gives sufficient wheel selection options and does not need to be altered.

#21669 Think of the children (aka the track ponys are improperly classed)

Thank for your input. The SAC will continue to monitor the performance balance in AS, BS and FS.

Street Touring

#20946 STP Gearing Allowance

Update/backdate does not presently apply to ST at the category level. STP is a provisional class and thus may deviate from the rest of ST, and we will take your input

under advisement.

#21321 Exhaust rule change request to include air injection in STF

Removal of air injection components from the header is not considered appropriate or necessary at this time.

#21328 Rule change, clutches and drive line allowance

The STAC thanks you for your input, but this change is not considered consistent with the philosophy of the category.

#21387 Mustang GT 350

The STAC does not believe this is a good fit for STP.

The GT350 exceeds the performance potential of STP. It is configured from the factory with hard parts that are not found on the base GT model, and are not otherwise addressed with STP allowances. The performance differences are due in part to body and driveline changes including but not limited to a more powerful engine, twin plate clutch, lighter transmission, revised body work, and aero components.

#21506 Consider reclassing Mazdaspeed Miata from STU to STR

At this time we feel the car is correctly classed in STU. The STAC thanks you for your input.

#21595 Engine overbore allowances

The STAC prefers not to change the overbore allowance at this time because the committee does not believe this would be good for the category. Please also see the response to item #21365 in the April Fastrack.

Prepared

#21490 Time to do away with the Limited Prep rules

Thank you for your input. The PAC has seen good growth in EP because of the Limited Prep allowances. The PAC will continue to monitor Limited Prep participation.

Handled Elsewhere

Street

#21694, 21707, 21531, 21616, 21618, 21619, 21650, 21651, 21691, 21692, 21693, 21695, 21700 SSR Feedback

Please see the response to #21697, and items 20099 and 20246 elsewhere herein.

Street Touring

#20642 Reclass RSX Type S from STF to STX

Please see the proposal in response to letter #21408

Tech Bulletins

General

#21450 Solo rule 4.5

Clarify 4.5 to read as follows:

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from **all further** class competition **for all drivers** for that day and heat.* Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.

Street

#21623 2016 Scion FR-S Release Series 2.0

Per the SAC, the following error correction is provided for Appendix A:

CS

Scion FR-S (with TRD suspension inc Release Series 1.0 *and 2.0*)

#21557 Changes to standard part definition

The following sentence is added for clarification purposes to the Standard Part definition in Section 12:

Manufacturer options which are dealer installed must be specifically listed in Appendix A in order to be eligible.

Street Prepared

#21625 SP Class for 2016+ Ford Focus RS

Add to Appendix A under ASP

Ford

Focus RS (2016-2017)

#21472 SP classing clean up, Laser & Forester 2.5XT still shown in ESP

The SPAC has provided the following listing changes to correct errors in Appendix A

Remove from Appendix A, ESP, as follows

Subaru

~~Forester 2.5XT~~

Change line in Appendix A, ASP, as follows:

Plymouth

~~Laser RS Turbo AWD (1992-94)~~

~~Laser (AWD)~~

Change line in Appendix A, ESP, as follows:

Chrysler, Plymouth, & Dodge

~~Laser (Turbo, all) (1989-99)~~

~~Laser (FWD)~~

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 4, 2017

The Club Racing Board met by teleconference on April 4, 2017. Participating were Jim Wheeler, Chairman; David Arken, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, 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, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

ST

1. #21727 (Super Touring Committee) Seeking Resumes

The Super Touring Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

No Action Required

B-Spec

1. #21719 (Ian Korf) Recent Yaris Changes are Against the Spirit of the Class

Thank you for your letter. The cold air box from K&N is allowed but not required for the Toyota Yaris. The OEM air box is also allowed.

GT1

1. #21541 (Howard McCall) Recent Action on FIA GT3 Porsche

Thank you for your feedback.

GT2

1. #21232 (John Hansen) Classify the 2007-2013 BMW S65 Engine

Thank you for your letter. This engine is already listed on the BMW specification line. Please see the April 2017 GCR.

2. #21535 (Steven Pounds) GT2/ST Change for Clarity

Thank you for your letter. ST cars classed in GT2 are not required to run the specification tires of their series; they just have to run a DOT tire of the appropriate size.

ITS

1. #20535 (Christopher Childs) Civic Weight Review

The CRB has found no data to support a change at this time. The CRB asks that if competitors request a weight change that will deviate from the published process, that they also submit data (preferably multiple sources) to support such an adjustment.

2. #21653 (Owen Schefer) Is There a Typo for ITS Tire Sizes in GCR Section 9.1.3.D.7.a.6.?

Thank you for your letter. The rule is written as intended. The intent of this rule is to maintain the current performance envelope while still allowing for alternate wheel widths. This gives competitors choice in combinations that best suit their needs and budget.

T2

1. #21583 (Ron Randolph) New Rule Allows T2 to Jump to T1

Thank you for your letter. The rule is clear as written. T1 weight is T1 weight and T2 weight is T2 weight. The rule allows you to race up 1 class in Touring if your car is legal for the regular class it races in. You can race your car in T1 at your T2 weight and specifications with no changes.

2. #21596 (Ron Randolph) Can Touring Cars Jump to Higher Class

Thank you for your letter. Touring cars are allowed to run in a higher Touring class (so, yes, a T2 car can run in T1). The rule is correct as written.

T3

1. #21547 (Glenn Long) Mazda Update

Thank you for keeping the CRB updated with any changes to the Global MX-5 Cup Car. The CRB will monitor the car to ensure the changes will work with the car in Club Racing.

Not Recommended

AS

1. #21714 (Mark Muddiman) Comment on 21581 - Steering Removal Language is Too Vague

Thank you for your letter. Any OEM steering rack that came on any car listed in a vehicle's specification line is available to the competitor for use, so listing specific rack ratios on specification lines or in the rules would be redundant.

B-Spec

1. #21626 (Charles Davis) Remove Wheel/Rim Weight Requirement in GCR Section 9.1.10.E.8.

Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class. There are 13 pound wheels available for all B-Spec cars.

GCR

1. #21659 (Blake Thompson) Request to Qualify for the Runoffs With PWC Results

Thank you for your request. The PWC is no longer part of SCCA. Only SCCA Pro races offer credit toward the Runoffs requirements.

GT2

1. #21292 (Jerold Lowe) BMW E46 M3 Body Kit Approval

Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

2. #21639 (Mike McAleenan) Request Approval of BMW E36 with Flossman/Flobman GTR Body Kit

Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

3. #21644 (Amir Haleem) Classify Toyota Supra with 2JZGTE Engine

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

4. #21690 (Amir Haleem) For Toyota Supra, Allow Built 2 Apex V8 Throttle Body Kit

Thank you for your letter. This is an ST car in GT2 and must maintain compliance to the ST rule set.

GTL

1. #21555 (Joe Harlan) 15 Inch Penalty

Thank you for your letter. The weight penalty is appropriate as specified.

2. #21556 (Joe Harlan) +1mm SIR Option

Thank you for your letter. The weight penalty is appropriate as specified.

EP

1. #21649 (Jacob Feigenbutz) Classify the Subaru Impreza WRX (03-07) - RWD Only

Thank you for your letter. At this time, turbocharged engines are not being classified in Production. There are other classes in SCCA where this car can be raced with the rules allowing significant changes to be made to the car.

HP

1. #21773 (Mike W. Ogren) Please Add Weight to the Early Honda CRX

Thank you for your letter. There is insufficient competition data to warrant this change.

Prod

1. #21772 (Mike W. Ogren) Consider a Track Allowance With the Eight Inch Wheel Allowance
Thank you for your letter. A number of cars in Production have tire/wheel to suspension clearance issues and those require modification of the suspension components within the limits of the rules. This is not an unusual issue that warrants a track allowance.

STL

1. #21718 (Chip O'Toole) Make New STU Allowance Universal to STL/U
Thank you for feedback. There is currently no intention to change this for STL.

T1

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP
Thank you for your request. The CRB does not recommend this change at this time. Recent changes to T1 LP will be monitored.

2. #21710 (Michael Pettiford) C6 Corvette GS and Mustang Adjustment
Thank you for your letter. The SCCA data analysis team created a report that concluded the car is competitive as classed.

3. #21711 (Ryan Upham) E36 M3 Classification
Thank you for your letter. This car is classed appropriately (the weight 2650 lbs is greater than the 3.2L but less than the 3.4L engine cars). The T1 rules describe legal aerodynamics in 9.1.9.1.B.

T2

1. #21594 (Ron Randolph) Rear Wheel Width Porsche T2 Cayman 06-08
Thank you for your letter. The CRB does not recommend this. Competitors are reminded that max tire size for Touring classes means you can run up to that max tire size.

2. #21706 (Steven Glaab) Spring Rate/Type Adjustment for the C5/C6
Thank you for your request. The CRB does not recommended at this time.

3. #21722 (Darrell Anderson) Allow Adjustable Shocks for the 2015 Mustang
Thank you for your letter. The shock rule is adequate as written. The Touring Advisory Committee provided some clarification information about the shock rule, in an email to the author.

4. #21724 (Darrell Anderson) Give the 2015 Ford Mustang GT More Power
Thank you for your letter. The CRB does not recommend this change at this time. The CRB will evaluate the performance of this car in 2017.

T3

1. #21638 (Julian Macias) Classify the 2017 Honda Civic Si
Thank you for your letter. This car is not currently available for sale in dealer networks. When it is available, the CRB will classify the car in T3. The CRB will retain the VTS for validation when the car is available to the public.

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IT

1. #20977 (Lawrence Slivinski) Allowing Removal of Front Door Windows

Thank you for your letter. Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065" aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

T2

1. #21582 (Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08) In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE Thank you for your letter. Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

Taken Care Of

P1

1. #21792 (SCCA Staff) 64mm Stock Throttle Body for CN Cars

Thank you for your letter. Please see the response to letter #21632, Technical Bulletin.

GT2

1. #21299 (Ken Billimack) 991 GT1 to GT2 Additional Information

Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

2. #21527 (Tim Kezman) Move 991 GT3 Cup to GT2, 997.1 BOP

Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

T2

1. #21440 (Gino Carini) BMW M235iR

Thank you for your request. Please see the response to letter #21534, April 2017 Fastrack Technical Bulletin. The correction for T2 has been implemented.

2. #21667 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Please see the response to letter #21675.

3. #21674 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Please see the response to letter #21675.

What Do You Think

AS

1. #21799 (American Sedan Committee) Tire Ideas for American Sedan

The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below ideas for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on these ideas. Potential implementation dates have not been discussed, should either of these ideas be recommended

to the CRB.

The AS Ad-Hoc Committee seeks feedback on a tire rule for Majors events and the Runoffs.

1. Restrict each American Sedan driver to one set of four dry weather tires per event beginning with the first qualifying session of the weekend. In the case of tire damage, one tire may be replaced with the approval of the Chief Steward. If two or more are replaced for qualifying or a race, the driver will be moved to the back of the grid for the next race of the weekend (during that race, a faster lap time would not count as an updated qualifying time). If the weekend has another race remaining, the fastest qualifying time from the original marked set of tires would provide the grid location for the remaining race. It would be the responsibility of the competitor to coordinate with the Chief Steward and Timing and Scoring about such changes. If rain tires are used, they would not have a tire count restriction. It would be permissible to change between the two sets depending on weather conditions.

This would address one of the main concerns of the Ad-Hoc Committee in retaining and attracting new participants in our class, cost. The Ad-Hoc Committee continues to discuss the future of American Sedan in order to develop ideas that can potentially safeguard its success.

In addition, the ASAC suggests a tire rule idea (Note: this would need approval from SCCA and coordination with the tire companies).

2. Require all American Sedan cars at Regional, Divisional, Majors, and Runoffs events to run the harder/longer lasting compound a manufacturer produces. For example, The BFGoodrich R1 or Hoosier R7 compounds would be compliant. The BFGoodrich R1S and Hoosier A7 would not. The ASAC would research any other companies' tires that could be used and potentially add to this list. Competitors are encouraged to provide additional tire company names that they may be using.

Please provide your feedback through crbscca.com.

2. #21800 (American Sedan Committee) Engine Idea for American Sedan Full Preparation Cars

The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below idea for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on this idea. Potential implementation dates have not been discussed, should either of these ideas be recommended to the CRB.

1. Consider the Chevy LS3 and Ford Coyote crate engines be allowed as an alternate option in Full Preparation cars. These engines would provide a lower cost alternative when compared to the cost of current FP engines. They would make comparable power with potential cost savings (Note: The LS3 and Coyote engine packages would be balanced for performance with restrictors and weight adders to be determined). Once the conversion is complete, it is expected that the stock engines will last longer and cost less to replace. Engines would maintain stock exhaust manifolds.

If this path is supported, significant research would be required to develop potential costs and savings and packages that would be viable. The plan is to enable this engine idea to work with current FP transmissions, driveshafts, and rear axles. A time table for implementation would be developed.

Please provide your feedback through crbscca.com.

GT3

1. #21760 (Grand Touring Committee) Classify BMW M235iRacing into GT3

The CRB is discussing how and where to classify such “factory” type race cars as the BMW235iRacing, as well as the TCR International Series type race cars. A strong possibility is to put them into GT3, as they seem to fit, and they would increase class participation. Please let us know your thoughts through crbscca.com. The CRB will be watching participation numbers, for GT3, through 2017 to determine whether to add these cars or to classify them in a different class.

STU

1. #21663 (Brad McCall) Scion FR-S/Toyota 86 With Jackson Supercharger: Allow Hood Vents

The CRB is seeking input on allowing venting of hoods in STU. There would be a maximum permitted amount of opening and a minimum amount of louvers. Please send your feedback through crbscca.com.

RESUMES

None.

TECH BULLETIN

DATE: April 20, 2017

NUMBER: TB 17-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2017 unless otherwise noted.

American Sedan

AS

1. #21561 (Matt Chojnacki) CTSV LS2 Weight

In AS, Cadillac CTS-V (04-07) Restricted Prep., remove the weight penalty in the notes for the LS2 engine as follows:

~~50 lbs. weight penalty.~~

2. #21797 (American Sedan Committee) Clarification for Full Preparation 4 Speed Transmissions

In GCR section 9.1.6.D.3.a.1.a., add the following language:

“Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). **4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car’s specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05.** Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an 50 lbs. weight penalty. Any first gear ratio greater than 2.5 is permitted.”

B-Spec

1. #21351 (Chris Morgan) Ballast Placement Clarification

In GCR section 9.1.10.E.17., make the following changes:

“Weight: The minimum weight as listed on the B Spec line is with driver and ~~required~~ ballast **may be added to meet the listed minimum weight. Refer to section 9.3.7 Ballast, for placement of the ballast.** If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.”

In GCR section 9.1.10.F., make the following changes:

“If **Some vehicles may be required to carry** ballast ~~is required~~ as a competition adjustment. ~~or to compensate for a driver’s weight, ballast may be added.~~”

In GCR section 9.1.10.F.1., make the following changes:

“All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the ~~rear seat(s)~~ **main hoop of the roll cage** unless otherwise so allowed on the vehicle B Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points.”

2. #21755 (B-Spec Committee) Yaris Rear Sway Bar

In B-Spec, Toyota Yaris (07-12), add the following language to the notes:

“Rear Swaybar PTR11-52071 is allowed”

Formula/Sports Racing

FF

1. #21864 (Formula/Sports Racing Committee) Weight adjustment on FF cars

Effective May 1, the CRB recommends adding 25 lbs. to FF cars meeting the British FF rules under the Alternate Vehicle Allowance table with sidepods wider than the standard SCCA

dimensions. For 2018, the CRB will recommend that all FF cars must meet the standard SCCA bodywork dimensions.

In GCR section 9.1.1.B.20., add the following language:

“Formula F

Ford Cortina Engine: 1060 lbs.

Ford Kent and Honda Fit Engines: 1110 lbs.

Cars complying with the English FF rules under the Alternate Vehicle Allowance table add 25lbs.

Formula Continental

Pinto Engine: 1200 lbs.

Pinto with aluminum cylinder head: 1200 lbs.

Zetec Engine: 1200 lbs.”

P1

1. #21632 (jim devenport) SIR Compliance Update

Due to problems implementing an SIR on CN cars the CRB has made the change to require the original throttle body be retained. This will allow the use of a single flat plate restrictor if further HP reduction is necessary. Additionally, this will eliminate the need for a costly upgrade to ITB's when bringing a CN car into SCCA Club Racing.

In P1 Engine Table, Line J, make the following change: “~~tube frame chassis: NA all others: 30.5mm SIR~~ *Stock 64mm single throttle body; max 13:1 CR*”

Additionally, please provide the CRB with engine dynamometer data for the following combinations by no later than 6/1/17: unrestricted stock 64mm single throttle body, stock 64mm single throttle body with 60mm flat plate intake restrictor, and stock 64mm single throttle body with 55mm flat plate intake restrictor. If the CRB does not receive the required data by 6/1/17, a 60mm restrictor will be required, effective 6/1/17. When the required data becomes available to evaluate, the CRB will determine which combination will be necessary moving forward.

GCR

1. #21566 (Chip O'Toole) Correct GCR Section 9.3.19.C.7.

In GCR section 9.3.19.C.7., make the following change:

“A driver's restraint system meeting SCCA standards (See Section ~~9.3.19:~~ *9.3.18.*) shall be used at all times while on the track.”

2. #21869 (SCCA Staff) Clarify Head and Neck Restraint Language

In GCR section 9.3.19.C.2, clarify the Head and Neck restraint language as follows:

“The use of a head and neck restraint system that has been certified in accordance with SFI 38.1; *or* FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.”

Grand Touring

GT1

1. #21749 (Eric Cote) Classify the 2017 Porsche 991 Cup Car

In GT1, classify the Porsche 991.2 GT3 Cup Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
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<i>Porsche 991.2 GT3 Cup</i>	<i>3997</i>	<i>2950</i>		<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 991 GT3 Cup parts catalog/service manual. Factory (OEM manufacturer) Lexan front windows allowed as delivered.</i>
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GT2

1. #21768 (Grand Touring Committee) Classify the 14-16 Porsche 991.1 GT3 Cup Car
In GT2 Cars, Porsche, classify the Porsche 991.1 GT3 Cup Car as follows:

GT2 Cars - Porsche					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Porsche 991.1 GT3 Cup</i>	<i>(14-16)</i>	<i>2dr</i>	<i>RWD</i>	<i>92.7</i>	<i>3.8L flat six. 3000lbs. w/62mm 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. Side door windows must be removed and 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.</i>

2. #21769 (Grand Touring Committee) Update the Porsche 997.2 Notes

In GT2, 997.2 GT3 Cup, add the following language to the notes:

“3.8L flat six. 3000lbs. w/70mm 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. Side door windows must be removed and 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.”

Improved Touring

ITR

1. #19310 (Jose de Miguel) Dual Classification of Honda Civic
In ITR, classify the Honda Civic Si 06-11 as follows:

ITR	Engine Type	Bore x Stroke	Valves IN & EX (mm)		Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Honda Civic Si (06-11)</i>	<i>4 Cyl DOHC</i>	<i>86.0 x 86.0 1998</i>	<i>(I) 35.0 (E) 30.0</i>	<i>11.0</i>	<i>104.3</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.66</i>	<i>(F) 296 x 26 Vented Disc (R) 270x 14 Solid Disc</i>	<i>2655</i>	

2. #19450 (Greg Amy) Dual-Classify Honda Civic Si (06-08) into ITR
In ITR, Acura RSX-S (02-04), correct the bore and stroke as follows:

~~86.4~~ *86.0* x 86.0 ~~1988~~ *1998*

In ITR, Acura RSX-S (05-06), correct the bore and stroke as follows:

~~86.4~~ *86.0* x 86.0 ~~1988~~ *1998*

ITS

1. #21872 (SCCA Staff) Corrections to ITS

In ITS, Honda Civic Si 06-08, make the following changes:

Years: ~~06-08~~ *11*

Bore and stroke: ~~88.0 x 98.0~~ *86.0 x 86.0* 1998

In ITS, Acura RSX-S (02-04), correct the bore and stroke as follows:

~~88.0 x 98.0~~ *86.0 x 86.0* 1998

In ITS, Acura RSX-S (05-06), correct the bore and stroke as follows:

~~88.0 x 98.0~~ *86.0 x 86.0* 1998

Production

1. #21480 (Jason Lay) Classify 1988 Chevrolet Beretta

In EP, classify the 88-90 Chevrolet Beretta as follows:

EP	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.)
<i>Chevrolet Beretta (88-90)</i>	<i>2</i>	<i>2360 * 2419 ** 2478</i>	<i>6Cyl. OHV</i>	<i>89.0x66.8</i>	<i>2838</i>	<i>iron</i>	<i>Alum</i>	<i>(I) 40.6 (E) 33.0</i>	<i>Fuel</i>	<i>103.4"</i>

EP	Track (F/R) mm/ (in.)	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Chevrolet Beretta (88-90)</i>	<i>59.8"/59.3"</i>	<i>15x7</i>	<i>5</i>	<i>(F) 259(10.2) disc solid (R) 200(7.87) drum</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

Spec Miata

None.

Super Touring

ST

1. #21742 (John Bauer) Clarify Rod Language

In GCR section 9.1.4.G.4., clarify the rod language as follows:

~~“Alternate e~~ Connecting rods are permitted *unrestricted*, but must be ferrous unless OEM supplied.”

Touring

T1

1. #21478 (Peter Filippo) Classify 370Z Nismo Supercharged

In T1, classify the Nissan 370Z supercharged as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Nissan 370Z Supercharged</i>	<i>3700</i>	<i>3400</i>		<i>Stillen supercharger kit 407770T allowed. Supercharger Pulley diameter: 80mm +/- 3mm OEM Crank Pulley Diameter: 146mm +/- 3mm</i>	

T2

1. #21617 (CJ Moses) Oil Pan Request for Evo 8/9 in T2

In T2, Mitsubishi Lancer Evo 8/9 / RS /GSR / MR (03-06), add the following language to the notes:

“Moroso PN 20967 MITSUBISHI EVO 7 8 9, Road Race Baffled allowed.”

2. #21704 (Steven Glaab) T2 / C5 Competition Adjustment Post 2016 Runoffs

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add an alternate configuration as follows:

Weight: ~~3400~~ *3525lbs (w/55mm restrictor) 3225lbs. (w/45mm restrictor)*

Notes:”GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed. ~~A-55 mm flat plate restrictor~~ *permitted at 3525lbs. 45mm flate plate restrictor permitted at 3225lbs.* ~~is required.~~ 3.0 degrees MAX front camber. ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed.”

3. #21675 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

In T2, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:

“Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5).”

T3

1. #21747 (David Cook) Global MX-5 Cup Rule Change Request

In T3, Mazda MX-5 Global Cup Miata (2016), make the following changes to the notes:

“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. Mazda hardtop, {part #0000-

07-5902-ND) permitted with +50lb weight penalty. (if *if* a hardtop is used, latches shall be replaced with positive fasteners)."

JUDGEMENT OF THE COURT OF APPEALS Cliff White vs. SOM COA Ref. No. 17-03-SE March 21, 2017

FACTS IN BRIEF

On January 15, 2017, following the SRF/SRF3 (Group 3) race at the Sebring Super Tour, Cliff White, SRF3 #68 protested Clay Russell, SRF3 #31; Brian Schofield, SRF3 #61; Tray Ayres, SRF3 #7; and Denny Stripling, SRF #10, charging violation of General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1.A-D. (On Course Driver Conduct). The Stewards of the Meeting (SOM), John Edridge, Stu Cowitt, and Bob Henderson, Chairman, met, reviewed the evidence, and determined there was insufficient evidence to support Mr. White's assertions and disallowed the protest. Mr. White had already left the track when the ruling was issued and was notified via telephone of the disallowance.

On January 18, 2017, Mr. White petitioned the SOM to reopen the protest and submitted new evidence. The SOM considered his request, but declined to reopen the protest. The SOM stated the original ruling would stand.

Mr. White appealed the SOM's decision dismissing his January 18, 2017, petition for reopening the protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Michael West (Chairman) met on March 2, March 9, and March 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Cliff White, received February 13, 2017.
2. Official Observer's Report and related documents, received February 22, 2017.
3. Email and Memorandum from Steve Pence, Super Tour Race Director, dated February 22, 2017.
4. Email response from Bob Ricker, Chairman SOM, to questions posed by the COA, dated March 8, 2017.
5. Email response from Janet Farwell, SCCA, to questions posed by the COA, dated March 10, 2017.
6. Email response from John Edridge, SOM, to questions posed by the COA, dated March 10, 2017.
7. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 10, 2017.
8. Email response from Stu Cowitt, to questions posed by the COA, dated March 10, 2017.
9. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 12, 2017.
10. Email response from Bob Henderson, SOM, to questions posed by the COA, dated March 14, 2017.
11. Email responses from John Walsh, SOM, to questions posed by the COA, dated March 17, 2017.

FINDINGS

On January 18, 2017, Mr. White asked Steve Pence, Super Tour Race Director, for documents from the Sunday Sebring Super Tour SRF/SRF3 (Group 3) race to support his request to the SOM to reopen his protest from January 15, 2017. Mr. Pence advised Mr. White that since the protest had been heard and decided, his best option was to file an appeal with the Court of Appeals.

On January 18, 2017, Mr. White formally requested the SOM vacate the original ruling, rehear the protest, and issue a new ruling.

The SOM reviewed this resubmitted protest, determined the original ruling would stand, and so notified Mr. White on February 3, 2017.

GCR 8.2 (Hearings and Judgements) sets forth authorities and procedures for conducting hearings. Paragraph five states "All parties shall be bound by the decision, subject only to appeal, as specified in 8.4." The SOM is not granted any authority to reopen and rehear a protest for which a ruling was issued. Authority to reconsider a SOM ruling rests solely with the Court of Appeals.

Mr. Pence provided Mr. White with guidance on the proper GCR method for seeking review of the disallowance ruling. However, Mr. White still chose to request the SOM reopen and rehear his original protest rather than appeal to the COA. Although he filed his petition to reopen with the SOM within the established 10-days appeal period, he did not direct it to the COA. The COA finds no compelling reason to extend the appeals period since Mr. White willfully chose to ignore the advice provided and pursue a path not supported by any reading of the GCR. Mr. White's appeal filed February 13, 2017, is not timely.

DECISION

Mr. White's appeal is not timely and will not be heard. The appeal fee is returned in its entirety.

JUDGEMENT OF THE COURT OF APPEALS
Cliff White vs. SOM COA Ref. No. 17-04-SE
March 21, 2017

FACTS IN BRIEF

On January 15, 2017, immediately following the Group 3 (SRF/SRF3) race at the Sebring Super Tour Event, Steve Pence, Race Director, instructed Timing and Scoring to delay posting the provisional results until circumstances surrounding the finish could be reviewed. Between January 15 and January 17, 2017, Mr. Pence discussed the situation and applicable General Competition Rules with the National Chairman of the Stewards Program and other SCCA stewards. In addition he requested the SOM grant a 24-hour protest period following posting of the provisional results. In a January 17, 2017, email to members of the Stewards of the Meeting (SOM), Race Director Pence acknowledged he was influenced by input from at least one SOM member and, based on that input, was declaring Lap 13 to be the final lap for scoring purposes.

On January 17, 2017, Bob Ricker, Chairman of the SOM, noted the SOM agreed with the Race Director's determination that the Group 3 race should be declared completed as of the end of lap 13 (one lap short of the scheduled distance). Chairman Ricker authorized the Race Director to release the results (provisional) and allow 24 hours for participants to protest the posting. On January 17, 2017, Steve Pence, electronically posted (via email) provisional results declaring the SRF/SRF3 (Group 3) race was completed with the end of lap 13.

At no point did Race Director Pence file a Request for Action with the SOM to investigate and rule on the correct lap for scoring purposes.

On January 18, 2017, Cliff White, SRF3 #68, contacted Mr. Pence to discuss the provisional results and a potential protest. Later on January 18, 2017, Mr. White filed a protest via email. Mr. White objected to the provisional results declaring lap 13 as the final lap. Specifically he cited misapplication of GCR 6.7.1 (Stopping a Session – Methods) and 6.10.4 (Race Winner).

Mr. White failed to send the required \$50.00 protest fee and on January 22, 2017, Chairman Ricker requested Mr. White immediately remit the fee. On January 27, 2017, Mr. White advised Chairman Ricker that his check remitting the protest fee was mailed that day. Per Chairman Ricker the fee had not been received by February 2, 2017, so he convened the SOM via email. The SOM, John Edridge, Stu Cowitt, Matias Bonnier, John Walsh, and Bob Ricker, Chairman, met virtually, reviewed the evidence, and declared Mr. White's protest not timely since he did not remit the fee with the protest or in a reasonable time thereafter. The protest was disallowed. Mr. White was notified via email on February 3, 2017. Mr. White appealed the disallowance ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Michael West (Chairman) met on March 2, March 9, and March 16, 2017 to review, hear, and render a decision on the appeal.

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9. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 12, 2017.
10. Email response from Bob Henderson, SOM, to questions posed by the COA, dated March 14, 2017.
11. Email responses from John Walsh, SOM, to questions posed by the COA, dated March 17, 2017.
12. Email response from Cliff White confirming his \$50.00 protest fee was returned unopened in its original envelope, dated March 20, 2017.

FINDINGS

On January 18, 2017, Mr. White protested the provisional results posted on January 17, 2017, for the SRF/SRF3 race (Group 3) at the Sebring Super Tour. His protest was emailed to Steve Pence, Super Tour Race Director, and Mr. Pence immediately conveyed it to the SOM. Mr. White did not remit the \$50.00 protest fee to Mr. Pence.

Email documentation between the Race Director, the SOM Chairman, and SOM members reflects extensive discussion of the events at the end of the race and which lap should be declared the “final lap” for scoring purposes. On January 17, 2017, the SOM Chairman via email issued a formal “authorization” to the Race Director to post the provisional results with lap 13 declared the final lap for scoring purposes. These actions transpired between the end of the race on January 15, 2017, and the start of the protest period on January 17, 2017.

GCR 5.12.1. (Stewards of the Meeting) states “The SOM are responsible only to SCCA and they enforce compliance with the GCR and Supplemental Regulations. They act primarily in a judicial capacity, and therefore, shall not incur any responsibility for the organization or execution of an event.” The SOM actions in providing input, guidance and “authorization” prior to the provisional results being posted demonstrates they participated in the decision process regarding the proper scoring lap and, thus, assumed a portion of the responsibility for execution of the event. Their actions were not in compliance with GCR 5.12.1. Please note, the COA does not believe the SOM meant to breach the rule, but even an appearance of involvement with the provisional race results decision is not acceptable.

In addressing the disallowance for untimely submission of the protest fee, the COA notes conflicting information in the email documentation submitted to the COA as to whether the money was received and exactly when the SOM hearing took place.

Due to the improper actions of the SOM prior to issuance of the provisional results and the discrepant information regarding the protest fee, the COA determines this protest shall be returned and heard by a new SOM panel. Anything less will deprive Mr. White of full due process in this matter.

The protest will be returned to the Executive Steward, Southeast Division, directing that a new SOM panel be appointed. The new SOM members shall have had no direct involvement with the Sebring Super Tour event. The COA respectfully requests the action to appoint a new panel be undertaken immediately and the names of the SOM submitted to the COA for inclusion in the record. In addition, the COA respectfully requests the SOM to convene and hear the protest in a most expeditious manner.

Based on the best information available to the COA, the protest fee was received on February 4, 2017, and returned unopened. Therefore, since the fee is not held by SCCA, the COA declares that \$50.00 of Mr. White’s appeal fee will be retained by SCCA, Club Racing as remittance of the protest fee. The SOM shall determine the disposition of the fee as part of the

ruling.

DECISION

The SOM decision disallowing Mr. White's appeal is overturned in its entirety. The protest will be returned and heard by a new SOM panel. Mr. White's appeal is well founded. Disposition of the appeal fee is as follows:

- \$50.00 held by SCCA Club Racing as the Protest Fee;
- \$100.00 administrative fee retained by SCCA;
- Remainder of appeal fee returned to Mr. White.

JUDGEMENT OF THE COURT OF APPEALS
Don McMillon vs. SOM COA Ref. No. 17-05-SW
March 16, 2017

FACTS IN BRIEF

On February 12, 2017, following the Group 4 race at the Polar Prix Majors at Texas World Speedway, Don McMillon (GT2 #51) protested Marc Sherrin (GT2 #27) charging violation of General Competition Rules (GCR) 4.8.8.A.2.2. intake restrictor size. The Stewards of the Meeting (SOM), James R. Smith and Gerald Wannarka, Chairman, met, reviewed the evidence, and determined Car #27's intake restrictor to be compliant. Mr. McMillon appealed the SOM ruling.

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Don McMillon, received March 1, 2017.
2. Official Observers Report and related documents, received March 9, 2017.
3. Email from Marc Sherrin dated March 9, 2017.
4. Email from Randall Smart, event Scrutineer, dated March 9, 2017.

FINDINGS

Mr. McMillon's protest cited GCR 4.8.8.A.2.2. which states that a 2.250 inch diameter restrictor is required for TA2 cars, including Car #27. The SOM received evidence that the restrictor from Car #27 measured 2.450 inches. Mr. Sherrin claimed that his car met the 2016 Trans Am specifications for a compliant restrictor. The SOM did not have access to the 2017 Trans Am rules and accepted the Car #27 restrictor as compliant.

The GCR specifies that a TA2 car competing in the GT2 class must meet the listed rules in Appendix L or the current Trans Am rules. For 2017, there are two Trans Am rule books that might apply and they are only available through a password protected web site. The 2017 January GCR specifies that the General Motors LS3 engine must use a 2.250 inch diameter restrictor. The COA identified that Mr. Sherrin's car would be accepted under the 2017 Trans Am Series by Pirelli West Coast Championship rules using an unmodified GM production vehicle ECU but a 2.250 inch restrictor is also required per that rule set.

The 2.450 inch diameter restrictor used in Car #27 does not meet the GCR specifications for GT2 class compliance.

DECISION

The COA overturns the SOM's decision in its entirety. Mr. McMillon's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned. The event results will be amended to show Mr. Sherrin moved to last in class with no divisional points awarded. Mr. Sherrin will receive two (2) penalty points on his competition license.

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, April 4, 2017

The RallyCross Board (RXB) met via conference call on March 7. Attending were Stephen Hyatt, Chairman, Kent Hamilton, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Arnie Coleman and Chris Albin BOD liaisons, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order. Chairman Hyatt called the meeting to order at 7:03pm CST.

1. Additions or corrections to the agenda:

2. Chairman's report: (Hyatt): Kent Hamilton was approved by the SCCA Board for the RXB. RallySprint rule changes were finalized and passed by the SCCA Board with one change. New rule changes were passed on to the RallySprint Committee and posted on the forum and website. The contract with a content editor independent contractor is being finalized. Howard, Brian and candidate are still working out the details of the contract.

3. Committee reports:

- RallyCross Safety Committee (Regan)
 1. Updates: No incidents have been reported this month. New green card and new forms have been issued by the SCCA. The form is now a four page green card. Forms are available on the SCCA website. Mark Macoubrie requested the safety committee consider doing a national safety training webinar. Chris will discuss the request with the safety committee.
- Rules Committee (Lightfoot)
 1. Updates: The 2018 rule change proposals section on the SCCA Forum is open and continues to receive member comments. Several rule inquiries were submitted during the past month and the responses were posted under the " Summary of R-X Rules Inquiries: Questions & Answers" thread on the forum. The Rules Committee reviewed a question regarding the use of drones by non-participants at events taking place on public sites. Drones are prohibited at all events regardless of who may be operating the drone. The Safety Committee will review and make recommendations for how to address drone use on public sites and also check with our insurance carrier for any guidance.
- RallySprint Committee (Brielmaier)
 1. RallySprint Safety Steward (Brielmaier): There was a RallySprint in Northwest last month. The turnout at the event was good. A RallySprint Safety Steward meeting was held to train RallySprint Safety Stewards. The committee continues to gather information to create standardized documents for the RallySprint Safety Steward Training. The license can be put on members membership card. The national office can be notified a member has received the training using the RallyCross Safety Steward form. The form will be updated by the national office to include a check box for RallySprint Safety Steward.
- National Championship Committee (Macoubrie)
 1. Updates: The planning committee meets next week. Most of the chief positions are filled. The committee will continue to work on filling the rest of the positions and start working on the schedule. 78 competitors were signed up for the 2017 DirtFish SCCA Central Challenge. The Challenge was postponed to May 12- 14 due to heavy rains on the site the week before the event. Two additional tire manufactures MaxSport and Hoosier are now offering a contingency for national events.

- Divisional Steward Liaison (Foley)

1. DRXS meeting: No update was provided. Ron Foley was absent from the meeting.

4. Old business:

- 10th Class Rules Update (Breilmaier:): 10th Class Rules are being developed including details about the tube chassis construction and minimum size of vehicle.
- Electric Vehicle (Breilmaier:): Battery requirements from other racing series are being reviewed. The electrical system will potentially include safety features such as double fault switches and double insulated electrical wiring.
- IC Position Update (Macoubie): Refer to Chairman's Report.
- Growth and Planning Committee Update (Macoubrie): Kent Hamilton will be the liaison for the committee. The RXB is currently working on getting five members for the committee. Steve Hyatt will send Kent Hamilton a link to the solo cookbook as an example to for the committee to work from.
- GRC – Global RallyCross reached out to the SCCA to have displays at some of their events. The Northwest and Northeast will have displays. Others regions have not committee but may have displays as well.

5. New business:

- New Member (Macoubrie): Kent Hamilton appointed to the RXB

6. Motion to adjourn: 7:50pm CST

7. Next RXB Meeting May 2nd, 2017.

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes April 13, 2017

The RoadRally Board met via conference call on April 13, 2017; meeting called to order at 7:36 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Earl Hurlbut and Bob Dowie, BOD liaisons, Jamie Mullin, National staff, and Pego Mack, invited guest.

1. Approval of March minutes as published in FasTrack.
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. The April issue was published last week. Another great issue with articles on the Atlanta and SW Louisiana new rally programs.
 - b. Rich commented that the On Rallying column has been in the last two issues of *SportsCar*.
3. Event Planning Calendar (Jeanne)
 - a. Most recent update 3/28/17; not “printed” in color because Jeanne did not realize her printer was set for black and white; next one will be in color again, and will be out soon.
4. SCCA Staff Report (Jamie)
 - a. Sanction forms needs to be revised to specify 45-day lead time for Divisionals (John Fishbeck). Thank you, Jamie.
 - b. Hall of Fame nominations now open. See <https://www.scca.com/forms/hall-of-fame-nominations/>
 - c. There are new accident reporting forms, to replace the old incident report forms and green cards (don’t use the old ones – throw them away); new ones are in the File Cabinet section of the SCCA website, Jamie will send a link.
 - d. SCCA is switching to Skype for Business throughout the next month for phone call meetings; Rich said to watch the RRB invitations, they will have the appropriate info.
5. NEC Report (Mike)
 - a. March New Jersey events
 - i. Official Observer’s Report received
 - b. Upcoming Nationals
 - i. Steel Haul; Madison, WI National Weekend
 - c. Ron Ferris resigned from NEC. Jim Wakemen Sr. has agreed to serve on the NEC. **Motion: accept Ron Ferris’ resignation and approve Jim Wakemen, Sr to be on the NEC. R/J/Pass**
 - d. Mike T asked the RRB for feedback on the question of changing the rule that prohibits scheduling a National rally on the weekend of, before, and after the USRRC? Table for 2017 (events are already scheduled).
 - e. Mike T asked the RRB if they would you like the NEC to write rules about Rally Computer Apps; if so, it will be submitted as proposal for next year. Mike B said that Detroit Region is in favor, they allow the use of simple apps in stock class. Mike T did a survey, the results seem to put computer apps in L. Jim thought that computer apps should be in L, keep S with

stock odometer. Rich explained that there are four main types of apps available: 1) a clock; 2) a GPS odometer; 3) the functional equivalent of a Curta, where you have to enter the mileage yourself; and 4) an app equivalent of the old Zeron 660, it gets mileage from GPS, and displays continuous up/down time. Mike T's initial thought is that anything with a remote driver's display should be in E; he will undertake this for 2018 rule changes. Rich said that S now allows GPS, perhaps that is too much of an advantage.

f. 2017 USRRC – Peter will be going up to Alaska to check the courses the first week of June, he expects it to be very scenic.

6. Old Business

- a. Effective April 1, Rich opened the window for suggesting 2018 rule changes. Suggestions must be received by June 30.
- b. SCCA will be switching from GoToMeeting to Skype for conference calls. See item 4.d above.

7. Safety Steward and Safety Steward Instructor License Process

Peter submitted a proposal for revising the processes for becoming a RR Safety Steward and a RR Safety Steward Instructor, after some discussion the proposal was accepted after removing Item 6, and part of Item 5; Jeanne will fix the grammar problems; it was also decided that there was not a need for recertification after the license had been issued. Mike B's test for this was finalized previously, but still needs an answer sheet. This is the first step in the bigger process of getting the Divisional Road Rally Stewards involved; also the current lists for DRRSs, RRSSs, and RRSSIs all need to be checked for active members. **Motion: Approve the proposed process as modified. R/P/Pass**
Next month: more on the knowledge test; clarify classroom session versus knowledge test.

8. New Business

- a. Worker points for combination events
 - i. Some events are run as combination events, that is the same course is run as multiple rallies, i.e. A Tour and a Course and a GTA. A question was posed as to whether or not duplicate worker points should be awarded for these events: Should multiple sets of worker points be given? This has not been the practice under previous points keepers (Hanson, Emmons). Answer: no change, keep the status quo.
- b. RRR Article 8.5.D, removal of "vacate" clause. A question was asked as to whether to propose changing the rule that says that the positions after a tied position at the end of the championship season will be vacated. Consider the situation where the top two teams run together. We would award two first places and two third places. This was a new change for 2017 (vacating had not been done previously). After some discussion, it was decided that Jim will submit a rule change proposal for public comment to change this back to the way it had been – that is, to NOT vacate the next position(s) in the event of a tie.
 - i. At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National Road Rally during the year in that series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated.
- c. RRR Article 8.5.D, removal of non-qualifiers, "What do you think?" A question was posed as to whether the year-end finishing positions should be specified prior to removing those who did not compete in a National event. After discussion, the consensus was to leave it this way,

not to propose changing it back.

- i. At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National RoadRally during the year in that series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series.
9. Any other business
 - a. Clyde is working on starter kits, will likely have two different kits, one for GTA and one for TSD; or perhaps three – 1. Do I Want to do a GTA or TSD, 2. GTA starter kit, 3. TSD starter kit.

Motion to adjourn at 9:24 pm CDT
Next meeting via conference call, May 11, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs:
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:
<http://www.scca.com/downloads/>

Technical Forms:
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):
<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/solonats>

Forms:
<http://www.scca.com/downloads/>

Rulebook:
<http://www.scca.com/pages/solo-cars-and-rules>

RALLY

Forms:
<http://www.scca.com/downloads/>

RallyCross Rulebook:
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:
<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

Event page:
<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:
<http://www.scca.com/events/>