

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.

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.

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.

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.
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.