

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 6, 2017

The Club Racing Board met by teleconference on June 6, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

P1

1. #22127 (Formula/Sports Racing Committee) Racing Memo on P1 Inlet Restrictors
The Club Racing Board and Formula/Sports Racer Advisory Committee would like to remind all P1 competitors to review the current Fastrack and updated GCR to ensure that your car is in full compliance with the specific inlet restrictors required.

See MA 17-02 at <https://www.scca.com/pages/cars-and-rules>

GCR

1. #22150 (SCCA Staff) Corbeau Driver Restraint System Recall

Corbeau USA, LLC has recently discovered a potential safety issue with its 5-Point Camlock Harness Belts. We have reason to believe that on a small percentage of belts, the right lap insert tab had the hole drilled off center by a 1/16th of an inch, causing the lock pin inside the camlock dial to not lock properly. This could potentially cause the right lap belt to come unlocked from the camlock dial under minimal stress.

Corbeau USA, LLC is voluntarily recalling 5-Point camlock harness belts with part numbers 53001B, 53007B, and 53009B purchased between 4/01/16 and 4/24/17. These would have stamp dates between May 2016 and May 2017. In other words, all belts with SFI stamp dates from May 2016 to June 2017 are being recalled. This does not include any belts purchased after 4/24/17. We are certain this only applies to a very small percentage of these belts but at the same time also want to be certain that all belts in the field are free from this defect. The problem was found during testing with the SFI foundation. This recall ONLY applies to 5-Point camlock harness belts. While we are certain this only applies to a small percentage of belts, we ask that you please contact us immediately to return your belts so there are no doubts that your belts are free from defect.

North American Consumer Instructions:

STOP using your 5-Point camlock harness belt immediately and call Corbeau customer service at 801-255-3737 or email info@corbeau.com to receive a return authorization number for your harness belt. We will need to know when and where your harness belt was purchased and how much you paid. Corbeau USA, LLC will pay to have your belt returned and it will either be fixed or a new belt will be sent out immediately. All shipping costs will be handled by Corbeau USA, LLC. Please call customer service at 801-255-3737 should you have any questions or concerns.

North America Dealer Instructions:

Corbeau 5-Point camlock harness belts purchased and or sold between 3/1/16 and 4/24/17 need to be returned for inspection immediately. If you have not already spoken with a representative from Corbeau USA, LLC, please call us immediately at 801-255-3737 to review how many belts you sold and how to best inform your customers. We are happy to call customers direct to inform them of the recall process.

The original recall can be viewed by going to <http://corbeau.com/product-recall/>.

NOTE: Please see MA 17-02 at <https://www.scca.com/pages/cars-and-rules>.

No Action Required

AS

1. #21969 (Jay Pistana) Feedback on January WDYT Questions

Thank you for your feedback about the Member Advisory (letter #21105, February 2017 Fastrack). The CRB/ASAC are in the process of collecting data to determine if weight adders need to be changed for dog boxes and 350 FP engines. Please look for these decisions toward the end of 2017.

2. #21971 (Jay Pistana) Why Were Weights Reduced for Most Cars

Thank you for your inquiry. The CRB/ASAC received letters requesting weight reductions for all cars. Most requests were over 3 times higher than the 50 lb adjustment in letter #20963, January 2017 Technical Bulletin. The requests stemmed from the amount of ballast that many cars carry. Please see the February 2017 Fastrack for examples of such requests.

3. #22016 (Greg Amy) Scrutineering Response to Letter #21799

Thank you for your thoughtful suggestions, your expertise, and the time you spent on your analysis. The issues that you surfaced are paramount and under discussion when attempting to implement such changes. The CRB/ASAC would not implement any change suggested unless the administration of the change could be fully and clearly supported by Tech personnel.

Not Recommended

AS

1. #21809 (Brian Himes) Full Prep Engine Displacement Adjustment

Thank you for your letter. CRB/SCCA research indicates the blocks are available to accommodate your plans.

2. #21898 (Brian Himes) Specify Full Prep Maximum Engine RPM to 6600

Thank you for your letter. Limiting engine RPM in Full Preparation engines will require a philosophical change in the design of AS FP engines. Teams will research, re-design, and build new engines to maximize performance for such a rule change. In addition, ignition units can be circumvented to indicate one rev limit when in actuality, it is higher. This could cause challenges for Tech and competitors. These changes will add significant cost to convert engines over. The CRB/ASAC do not recommend these changes.

GT2

1. #21955 (Steven Pounds) Requesting Competition Adjustments for the Maserati GT4

Thank you for your letter. This is a new classification to GT2/ST and the CRB would like to see more races and relative performance index for this car before considering any competition

adjustments.

2. #22014 (Chad Gilsinger) Remove TIR From the 2017 Acura NSX

Thank you for your letter. This is a new classification to GT2/ST and the CRB would like to see more races and relative performance index for this car before considering any competition adjustments.

3. #22071 (Mark Kibort) Classify the Porsche 928S4 & 928GTS

Thank you for your letter. There is no more information related to this car in World Challenge configuration, the car could not be teched and the configuration suggested would exceed the performance of the class.

ITR

1. #21895 (Ben Phillips) Increase the Proposed Weight for the New ITR Civic

Thank you for your letter. The CRB will continue to monitor this car's performance.

EP

1. #21680 (Aaron Downey) Mazda RX-3 Street Port 12a Choke Size From 42mm to 44mm

Thank you for your letter. Based on the competition history of this car over the last several years, it is believed this car is competitive as classed.

2. #21860 (James Robertson) Resubmitting a Request for the Caterham 7 America

Thank you for your letter. The proposed alternate carburetor would significantly increase the horsepower of this car. This would require adding weight to the car. If the submitter has any data on the potential power increase, this request might be reconsidered with added weight. The rules currently allow modifications to the fenders of this car.

3. #21951 (Aaron Downey) Adjust Suspension and Steering to Level 1

Thank you for your letter. This change would be contrary to the Production class philosophy.

Prod

1. #22142 (Daniel Thiel) Allow Sequential Transmissions in Production

Thank you for your letter. Stock transmissions, alternate gear packages and non-sequential dog ring boxes are readily available at costs lower than sequential transmissions. Allowing sequential transmissions in Production may result in a large number of competitors spending money needlessly to change to a sequential transmission without any improvement in the competitive environment of the Production classes.

STU

1. #22118 (Rusty Varnadoe) Issue With The STU Weight Modifiers

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

2. #22190 (Chris Jurkiewicz) Please Allow Wider Than 8

Thank you for your letter. The CRB sees no reason to change wheel size in Super Touring at this time.

T2

1. #22066 (Jeff Lepper) Allow Removal of the Heater Core

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

2. #22067 (Jeff Lepper) Allow Fuel Return and Fuel Pressure Regulator

Thank you for your letter. The Touring rules allow a provision to solve for the saddle bag fuel tanks issue. An additional option is to install a fuel cell. The fuel pressure regulator is not recommended and is considered against class philosophy.

T2-T4

1. #22069 (Eric Heinrich) Modernize Brake Duct Inlet Size Rules

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

2. #22072 (Eric Heinrich) Allow Removal of Unused Portions of the Wiring Harness.

Thank you for your letter. This request is against class philosophy. The rules allow removal of components but not portions of a wiring harness associated with the components.

3. #22094 (Harley Kaplan) Measurements and Repeatability

Thank you for your request. This suggestion cannot be logistically be easily and consistently implemented.

4. #22112 (Todd Lamb) Re-Classify The Global MX-5 Cup Car From T3 to T4

Thank you for your request. Recent changes have been made to T3. Please see the response to letter #22120, Technical Bulletin. The CRB will continue to monitor the class.

T3

1. #21989 (Ali Salih) Allow 2850lbs for Spec E46 Cars in T3 With 255 TOYO Tires

Thank you for your letter. Any manufacturer of DOT tires in the approved size is permitted. The CRB does not make weight adjustments based on the performance potential of any given tire brand.

T4

1. #21968 (Oscar Jackson) Add the Factory 2017 Toyota 86 Spoiler

Thank you for your letter. This request does not follow the Touring philosophy for T4 to class base model cars. Discussions are currently underway for the future philosophy of T4.

2. #22048 (Ali Naimi) Reduce the 2006 MX-5 Weight

Thank you for your letter. The T4 MX-5 is competitive as classed. Please see recent changes in letter #21953, June 2017 Fastrack Technical Bulletin.

3. #22057 (John Tures) Remove the 50mm Flat Plate Restrictor from Mustang V6

Thank you for your letter. Recent changes were made in T4 and the CRB will continue to monitor the class.

4. #22073 (Joe Aquilante) Publish All The Letters

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

5. #22097 (Lothar Kremer) Consider Changing the RX-8 Tire Size

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

6. #22109 (Raymond Blethen) Review Mazda MX5 Classifications in T4

Thank you for your request. Recent changes have been made to T4 and the CRB will monitor the class.

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.

B-Spec

1. #22080 (B-Spec Committee) B14 Bilstein Kit for All Cars

In B-Spec, add the following language to the Notes:

Ford Fiesta (4-dr) (11-12): *Allow Bilstein B14 suspension kit 47-167490.*

Honda Fit (09-12): *Allow Bilstein B14 suspension kit 47-165854.*

Honda Fit (2015-): *Allow Bilstein B14 suspension Kit 47-165854.*

Mazda2 (11-14): *Allow Bilstein B14 suspension kit 47-167490.*

Mini Cooper (07-10): *Allow Bilstein B14 suspension kit 47-139060.*

Mini Cooper (2011-): *Allow Bilstein B14 suspension kit 47-139060.*

2. #22086 (B-Spec Committee) Allow Removal of the Front Sway Bar

In GCR section 9.1.10.E.36., add the following language to the last sentence:

Front sway bars may be disconnected and/or removed.

P2

1. #22206 (Formula/Sports Racing Committee) ESR in P2

Thank you for your letter. The CRB recommends the following changes to 9.1.8.H.:

7. Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of

external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: ~~No modifications are allowed.~~ *#WM03012 P2 Manifold as Delivered maybe used.* Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.

7. Engine Control Unit (ECU): *MBE or PE as* supplied and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.

8. The flywheel weight is a minimum of 2.6 lbs for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

10. Cars with P2 floors may use SCCA Enterprises updated exhaust system and muffler if needed.

The following parts must be used:

11. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flex plate and Ring Gear # WM1101053.

12. Spark Plugs are open.

13. Fuel Injectors: Part # WM591929

14. Throttle Body: Part # WM591930 or #WM591930 Jenvey

15. Fuel Filter: Any fuel filter may be used as long as it performs no other purpose than to filter fuel.

16. Air Filter: Part # WM301020

17. Exhaust systems may be thermal coated or wrapped.

18. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

19. Where needed to meet sound limits, Enterprises muffler kit part # WM301046 or #WM303017 is required. The muffler may not extend beyond the back of the transmission.

diffuser. An additional muffler or *turn down* may be added to accompany the stock muffler as needed to meet sound requirements.

20. An optional air to oil cooler is allowed. No water to oil heat exchanger is allowed.

21. An optional Enterprises alternator kit is allowed, Part # WM1100101 *or #WM1194031*

b. Transmission

1. The transaxle *as* supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.

2. The servicing, replacement and modification of internal components is permitted by the competitor.

With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Differential – Only final drive ratio allowed is *are Elite 2.75/ SADEV 3.10* The differential must remain *be as delivered*. ~~an open differential. No limited slip mechanism is allowed. Differential must function as supplied.~~ Must be able to use existing components.

5. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

6. Shift cable is free, but shifting must remain cable operated.

7. Throttle cable is free, but must remain cable operated.

8. The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

9. Shifter operated blipper kit #WM1159138 only, maybe used.

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front and rear springs are open.

- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, unless specifically authorized are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti roll bar sizes:

Front .875" OD \pm .005"

Top Tee .750" x .135" wall, \pm .005"

Top Tee Length: 7.5" maximum end to end

Rear lower stalk .615" Dia. \pm .005"

Upper stalk .765" \pm .005"

Arm length 5.470" shoulder to shoulder

Optional Front Sway Bar: Rotating blade style with or without cockpit adjustment. Minimum blade thickness 0.155" \pm .005" Main Shaft diameter 0.590" \pm .005", Length 6.006" \pm .010". Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007

Optional Rear Sway Bar: #WM1102025 Kit

11. Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER

BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

- a. Brake pads are open. *#WM801005 Pad shims maybe used*
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450".
Part # WM801002x Left, Part # WM801003x Right. Min width is .600"
- c. Master cylinders must be the Girling type.
Front master cylinder is .700" piston diameter, Part # WM802005
Rear master cylinder is .750" piston diameter, Part # WM802006
- d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001
- e. Brake lines are free (no plastic allowed).
- f. An optional brake duct kit Part # WMxxxxxx (TBD) is allowed

12. Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in. x 13 in. Part # WM 205001- OZ Black

Front: 8 in. x 13 in. Part # WM 205001B- OZ Silver

Rear: 10 in. x 13 in. Part # WM 205002- OZ Black

Rear: 10 in. x 13 in. Part # WM 205001B- OZ Silver

Optional Jongbloed wheels maybe used

Front 8 in. x 13. Part #WM205016

Rear 10 in. x 13. Part #WM205017

GCR

1. #20619 (Jim Rogaski) Clarification of Yellow Flag Rules

Change 6.1.1.B. YELLOW FLAG (Solid Yellow)

~~STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.~~

~~WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.~~

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.

WAVED – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

T1

1. #22075 (Joe Aquilante) Add Dailey Dry Sump Pan to Corvette T1 Spec Lines

Recommended for 2018:

In T1, Chevrolet Corvette Cadillac XLR (04-09), add the following language to each engine Notes section:

Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371

T3

1. #22046 (Fante Meng) Allow BMW 135i DCT Automatic Transmission
Thank you for your letter.

In T3, BMW 135i (08-13), add the following language:

Gear Ratios: *DCT only: 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*

Final Drive: *DCT only: 2.56*

Notes: *DCT transmission permitted with 30lb. penalty.*

T4

1. #22027 (Derrick Ambrose) CorkSport Rear Camber Arm Allowance for the 2014 and Up Mazda 3

Thank you for your letter. In T4, Mazda3 (14-16), add the following language to the Notes:

CorkSport rear camber arms (Part# AXM-3-318-10) permitted.

Taken Care Of

AS

1. #21924 (Dean Bailey) Addition of Rev Limiters to the American Sedan Rules

Thank you for your letter. Please see the response to letter #21898.

GCR

1. #21168 (Bob Hudson) Yellow Flag Rule Proposal

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

2. #21368 (Ben Tyler) Jan 2017 - Proposed 2017 Yellow Flag Rule Change

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

3. #21554 (Joyce Bakels) 20619 - Clarification of the Yellow Flag Rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

4. #21560 (Adam Miller) Yellow Flag Rule

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

5. #21562 (Greg Amy) Letter #20619

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

6. #21564 (Jim Crider) Proposed Yellow Flag Rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

7. #21565 (Robert Griffith) Yellow Flag Zone and White Flag on First Lap

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

8. #21567 (Eric Heinrich) Yellow Flag Input

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

9. #21568 (Skip Brock) Yellow Flag Rule

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

10. #21569 (Steve Perkins) Proposed Yellow Flag Rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

11. #21573 (Eric Smith) Proposed 2017 Yellow Flag Rule Change

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

12. #21575 (Jeff Grose) Yellow Flag rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

13. #21576 (Raymond Blethen) Yellow Flag Rules Need to be Definable to Have Penalties

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

14. #21579 (Lindy Toland) Proposed Yellow Flag Rule

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

15. #21585 (Ed Shuler) Adopt the FIA Flagging Standards

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

16. #21586 (Lenny Basaj) Feedback: Flag Rules and Spec Miata Proposal in January Fastrack

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

17. #21646 (Lance Snyder) Proposed Yellow Flag Rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

18. #21647 (Fred Brinkel) Clarification of Yellow Flag Rules

Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

19. #21741 (Christopher Everett) Expand the Contact Steward Program

Thank you for your letter. Please see the response to letter #21994.

GT2

1. #22083 (Robert Lentz) Eliminate Restrictor Requirements for Traditional GT2 Cars

Thank you for your letter. Please see the response to letter #22082, Technical Bulletin.

EP

1. #21861 (Andrew Robertson) Alternate Components for the Caterham 7 America

Thank you for your letter. Please see the response to letter #21860.

2. #21867 (A. Sterling Cole) Support for Aaron Downey's Request to Change 42mm to 44mm Chokes

Thank you for your letter. Please see the response to letter #21860.

T2

1. #21808 (David Fedler) Please Keep the BMW M235iR In T2

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

2. #21813 (Toby Grahovec) Request to Keep BMW M235iR in T2

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

3. #21819 (Duane Grahovec) M235iR BMW - Why Move it to T1?

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

4. #21820 (Yuki Tsutsumi) Put the BMW M235iR Back in T2

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

5. #21831 (Richard Kulach) Strong Opposition to Factory GT Cars Being Classified in T2

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

6. #21849 (David Muramoto) Don't Allow BMW 235iR in T2

Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

T3

1. #21887 (Dion Ciccarelli) Reduce Weight and Allow Intake For The 2014 V6 Mustang

Thank you for your letter. Please see the response to letter #22120.

T4

1. #22035 (Don Knowles) Potential T4 Adjustments

Thank you for your letter. Please see the response to letter #22120.

What Do You Think

P2

1. #22175 (Mike Bachman) Eliminate Diffusers in P2

Thank you for your letter. The CRB is seeking input on removing rear diffusers from cars in the P2 class to help lower costs and development of new cars and to ensure that P1 and P2 maintain a separation in performance envelopes. Please provide your feedback through www.crbscca.com.

GCR

1. #21912 (Frank Todaro) Contact Impound for Regional Racing

Thank you for your letter. Please see the response to letter #21994.

2. #21994 (Tyler Brown) Add an Impound Requirement for On Track Contact

The Club Racing Board has received quite a few letters over the past years expressing concern over the many incidents of car-to-car contact at our Club Racing events. The topic is also a common item on the many racing forums. The Club Racing Board is seeking comments on requiring mandatory impounding of any cars involved in a car-to-car contact. Should the driver and car be required to report to impound immediately after the session is over? If so, Stewards will investigate the contact and, if necessary, take action against the offending party. This would also be an opportunity for the parties involved in the contact to discuss it in a neutral environment.

Having the cars and drivers report to impound could speed up the review process. It would also serve to retain the evidence of the contact (damaged cars) for review by the Stewards of the Meeting if the incident is referred to them for action.

Many Regions have already adopted this procedure by identifying it in their event Supplemental Regulations. The CRB's desire is to receive member input concerning this issue and to make it consistent throughout Club Racing, if that is what the racers want.

Please provide your feedback through crbscca.com.

RESUMES

1. #22019 (Douglas Erber) Race Data Tech Specialty Interest

Thank you for submitting your resume.

2. #22136 (Robin Merod) Volunteer Race Data Tech

Thank you for submitting your resume.

3. #22211 (Formula/Sports Racing Committee) Add Aaron Ellis to the FSRAC

Thank you for your resume. The CRB welcomes Aaron Ellis to the Formula Sports Racer Advisory Committee.

TECH BULLETIN

DATE: June 20, 2017

NUMBER: TB 17-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/30/2017 unless otherwise noted.

American Sedan

None.

B-Spec

1. #22078 (John Heinrich) Allow Oil Catch Cans in B-Spec

In GCR section 9.1.10.E add a new line as follows:

"40. An oil catch can is permitted."

2. #22092 (Gregory Freetage) Classify the 2013-2016 Ford Fiesta

In B-Spec, Ford Fiesta (4-dr)(11-12), update the platform year as follows:

"Ford Fiesta (4-dr)(11-~~12~~ **16**)"

Note to the author: (The VTS sheet that is attached to the request lists a part that has not been approved, part# M-7210-FA shifter)

3. #22143 (Ian Macpherson) Car Eligibility and Uses of the Term

In B-Spec, Ford Fiesta (4-dr), correct the classification as follows:

"Ford Fiesta (~~4-dr~~ **5 dr Hatchback**)"

Formula/Sports Racing

P1

1. #22128 (Formula/Sports Racing Committee) Simplify P1 Engine Table Line G

In P1 Engine Table, Line G, make the following changes:

Restrictor: ~~None-Required~~ **33mm**

Weight: ~~1325~~ **1125**

Notes: ~~May run 33mm restrictor at 1125 lbs. min. weight.~~

P2

1. #22108 (VICTOR CULBERTSON) Pinto Restrictor Clarification

In P2, Line E Note 2: Pinto engine 2000cc, add the following language:

"7. Restrictor not required"

SRF

1. #22201 (Formula/Sports Racing Committee) Revised Bodywork Rules

In GCR section 9.1.8.E.E.j., add the following language:

"SRF3 tails are legal to run on SRFs."

In GCR section 9.1.8.E.2.B., make the following changes:

"Current SRF body rules with the exception as noted:

Tail: can be used in any legal SRF configuration until the start of the 2018 competition season.

Final SRF3

configuration: For muffler clearance, a minimum 4" cut and a maximum of 8" X 62.5 +/- .500" with a 1" radius in the upper corners. Measured from the bottom up and centered left to right.

No Roush Exhaust Scoop.

Min weight 25 lbs. Max 55 lbs.

Center section: Oil Cooler NACA Duct is optional for SRF3, if installed must be unmodified and functional. Trimming of the left engine duct or the airbox snorkel is permitted for fitment, no sealing of the joint.

Mandatory identification. "SRF3" near the side car numbers, Approved (2) "Ford-Racing Performance" *on each side of the engine cover plus a Ford Blue Oval on the center of the Nose* & (2) "Performance Electronics" on each side of the tail. "Hoosier" logo (4) on both sides front lower outer corners of the nose, each side of the tail.

All SRF3 cars must have minimum 10" wide "Day Glow Orange" visible front and rear on the horizontal portion of the tall man kit. *Not Applicable after 12/31/2017.*

GCR

1. #21830 (SCCA Staff) Update the Compliance Review Language

In GCR section 8.1.4.E., update the language as follows:

"Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes ~~annually~~ *monthly*, and there is no guarantee of compliance-~~beyond the current rules season.~~"

2. #22090 (SCCA Staff) 3.7.2 B. & 3.7.3.B Race Points Awarded Only to One Driver

In GCR section 3.7.2.B., make the following changes:

"Points are awarded to one driver per car ~~per~~ *for each* race. When more than one driver competes in the same *car in the same* race, neither is awarded points."

In GCR section 3.7.3.B., make the following changes:

"Points are awarded to one driver per car ~~per~~ *for each* race-~~group~~. When more than one driver competes in the same car in the same race-~~group~~, neither is awarded points."

3. #22099 (SCCA Staff) 9.3.28.C SCCA Logo - Patch Update

The black/red SCCA Club Racing patch is being discontinued and therefore we need to update 9.3.28.C.

Update GCR section 9.3.28.C., SCCA Logo, as follows:

Each driver's suit shall display *one of* the ~~official SCCA uniform patch logos~~ *shown in figure 2. (see figures 2 and 3). It is preferred that the logo be placed on the upper right side of the driver's suit (see figure 3.)* Each car competing in an event shall display the official SCCA field logo (see figures 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped.

Figure 2
Official SCCA Logo



Item #3619
(4.5 x 2.0 Inches)



Discontinued
(4.5 x 2.0 Inches)



Item #3632
(3.5 x 1.0 Inches)

Figure 3
SCCA Uniform Patch (Right Side Preferred)



Grand Touring **GT**

1. #22162 (Grand Touring Committee) Correct the Grand Touring Specification Headers
In GCR section 9.1.2., correct the Grand Touring Specification headers by removing the GT1 references as follows:

"9.1.2. Grand Touring 4-(GT4) Specifications"
"9.1.2. GT4 CATEGORY SPECIFICATIONS"

GT2

1. #22082 (Pete Peterson) Remove the SIR from the Tube Frame V6 GT2 Cars
The CRB recognizes that the current influx of cars into GT2 has left the traditional SIR mandated GT2 cars behind the performance curve for the class.

In GT2, remove all SIR restrictions for cars under 4 liters.

In GT2, Engines - Mazda, 20B, make the following changes:

Fuel Induction: ~~43mm SIR~~ *Unrestricted Automotive type*

Weight: ~~2230~~ *2280*

The CRB will continue to monitor the performance of all cars in class and make adjustments as necessary.

Improved Touring

ITR

1. #21893 (Ben Phillips) Add E90 to the Spec Line Model Name for the 2006 BMW 330i in ITR
In ITR, BMW 330i/ci(01-06)(excludes ZHP), add "E46" to the platform name as follows:
"BMW 330i/ci **E46** (01-06)(excludes ZHP)"

Production

FP

1. #21501 (Russell Myers) Classify Lotus Europa Twin Cam
In FP, classify the Lotus Europa (72-75) as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Lotus Europa (72-75)</i>	<i>2</i>	<i>1750 * 1794 ** 1838</i>	<i>4 Cyl. DOHC</i>	<i>82.6 x 72.6</i>	<i>1558</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 39.8 (E) 33.7</i>	<i>(2) 1.75" Zenith- Stromberg or SU</i>	<i>92"</i>	<i>57.6"/57.1"</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>Lotus Europa (72-75)</i>	<i>13x7</i>	<i>4 or 5</i>	<i>(F) 248 disc (R) 203 x38.1 drum</i>			<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #22084 (Touring Committee) Correct 2016+ BMW M235i spec line
In T2, BMW M235i (2016-), add to the notes: "**40mm Turbo Inlet Restrictor required.**"

T3

1. #21970 (Raymond Blethen) Classify the BMW 323ci
In T3 classify the BMW 323Ci/Is 98-00 as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW 323Ci/Is 98-00</i>	<i>84.1 x 75.0 2494</i>	<i>2700</i>	<i>18 x 8.5</i>	<i>245</i>	<i>4.23, 2.52, 1.66, 1.22, 1.00</i>	<i>2.93</i>	<i>(F) 286 (R) 276</i>	<i>3100</i>	<i>Up to 850lb. springs F/R permitted, 27MM front sway bar, 24mm rear sway bar permitted. Header permitted.</i>

2. #21862 (Chris Saba) Classify the Forgotten Boxster
In T3, Porsche Boxster S (00-04), add the following language:

Platform: Porsche *Boxster* / Boxster S (00-04)
Bore x Stroke Disp: 92.9 x 77.9 3179; *85.8 x 78 2687*
Weight: *3.2l: 3250 lb; 2.7l: 3000 lb*

3. #22120 (Touring Committee) Adjustments T3 350Z DE, 350Z HR, Mustang V6, Spec46
As previously noted, the MX5 Cup car was designated as the target car for T3 for 2017 and beyond.

Because there was no real data available on the car until early this season, the following adjustments are being made in mid-season to try and bring the class within the MX5 Cup envelope. It

is our intention to make all of these cars competitive. No further changes are anticipated in T3 this season, but the CRB will continue to collect data to verify competitive balance for the 2018 season.

In T3, make the following changes:

BMW SpecE46, Weight: ~~2950~~ *3025*

Ford Mustang V6(11-14), Weight: ~~3475~~ *3525*

Ford Mustang V6 (2015-), Weight: ~~3475~~ *3525*

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), Weight: DE Motor: ~~3300~~ *3350* HR Motor: ~~3300~~ *3350*

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), Weight: Spec Z DE Motor: ~~3350~~ *3400* HR Motor: ~~3350~~ *3400*

Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), Weight: ~~3300~~ *3350*

T4

1. #21874 (Troy Hale) Update the Suspension Options for the 06-11 Honda Civic Si
Recommended due to shortage of existing allowable HPD suspension kit.

In T4, Honda Civic Si (06-11), add the following language to the notes:

“Tokico HP shocks allowed (P/N- HE2986, HB2252, HB2251). Eibach springs allowed (P/N 4031.140)”

JUDGEMENT OF THE COURT OF APPEALS Brian Kelm vs. SOM COA Ref. No. 17-11-SE May 18, 2017

FACTS IN BRIEF

On April 16, 2017, during post-race impound for Group 6 at the Spring Sprints Super Tour at Virginia International Raceway, the Chief Scrutineer reported that ballast in B-Spec #12, driven by Brian Kelm, was not placed in the designated area for the class. Steve Keadle, Assistant Chief Steward, acting on behalf of the Race Director, filed a Chief Steward's Action (CSA) moving Mr. Kelm to last finishing position in class. The CSA was based on the Technical Inspection Report that indicated ballast had been placed in the rear tire well rather than the passenger compartment as specified in General Competition Rules (GCR) 9.1.10.F.1.

Mr. Kelm protested the CSA penalty. The Stewards of the Meeting (SOM), David Faita, John Willes, David Gomberg, and Robert Mayes (Chairman) met, reviewed the evidence, and determined the placement of ballast in Mr. Kelm's car was in a non-compliant location. The SOM disallowed the protest, upholding the CSA penalty. Mr. Kelm appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Michael West, Laurie Sheppard, and Jerry Wannarka (Chairman) met on May 4 and May 11, 2017, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related items, received April 25, 2017.
2. Appeal letter from Mr. Kelm, received April 25, 2017.

FINDINGS

Mr. Kelm added weight to his car for unspecified reasons placing it in the vacant tire well at the rear of his car. He cites as justification GCR 9.3.7. "Ballast may be added to all cars as required to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose." In contrast, GCR 9.1.10.F.1. states "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) unless otherwise so allowed on the vehicle B Spec line." Per GCR 1.2.3.C.1., the rules pertaining to specific class requirements transcend General Technical Specifications (GCR 9.3.) Therefore, the placement of ballast for B-Spec cars must be as specified in GCR 9.1.10.F.1. Mr. Kelm's car does not meet this criterion as the ballast was placed in the rear of the car.

It should be noted that the title for GCR 9.1.10.F.1. (Competition Adjustments) is misleading in the GCR (April update) as the section also refers to optional weight. The COA is aware that a rule change pertaining to ballast location was effective May 1, 2017. The COA's decision is based on rules in place at the time of the event.

DECISION

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