

## **CLUB RACING BOARD**

### **CLUB RACING BOARD MINUTES | January 3, 2017**

The Club Racing Board met by teleconference on January 3, 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: Charles Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

#### **Member Advisory**

##### **AS**

1. #21105 (American Sedan Committee) Adders for Dog Box Transmissions and FP Engines Over 313 CI

The CRB plans to collect data on dog box transmissions as well as synchro-mesh transmissions in 2017.

Raw data will be analyzed by an SCCA Data Technician who has no link to American Sedan, and results presented to the CRB/ASAC near the end of 2017 to determine if the weight adder should be increased.

The CRB also received a request to consider reducing the 300 lb weight adder for Full Preparation engines over 313 CI.

The CRB will collect data for this request and have it analyzed as planned above, with a report back to the CRB/ASAC near the end of 2017.

The ASAC will recommend any adjustments from these analyses to the CRB for application in 2018.

#### **No Action Required**

##### **F500**

1. #21095 (Aaron Ellis) January Preliminary Tech Bulletin

Thank you for your letter. The CRB, with the help of the F5 Ad Hoc Committee and information gathered through the year, including the Runoffs, has recommend competition adjustments effective Jan. 1, 2017.

##### **GCR**

1. #20951 (James Rogerson) 2.1.9:9 Rule Change

Thank you for your comments. GCR rules are written for all Club Racing events.

2. #21083 (Raymond Blethen) Yellow Flag Input

Thank you for your letter. The intent of this rule is to inform competitors more precisely on what is considered the Yellow Flag no passing zone. There needs to be a definitive beginning and end to the zone.

##### **GT2**

1. #20894 (Joseph Kallas) Vehicle Allowance

Thank you for your letter. The car in question must comply with the "Viper Comp Coupe"

## Specification Line.

### **T1**

#### 1. #20893 (John Buttermore) Upgrade Kit Parts Allowed on OEM Specification Line

Thank you for your letter. This specification line is correct as written. The CRB will continue to monitor T1 in 2017.

#### 2. #21029 (John Pasch) 97 BMW E36 M3 in T1

Thank you for your letter. This car is already classified in T1. Please refer to T1 category rules regarding your rear wing and front splitter.

### **T4**

#### 1. #20988 (Donald Knowles) Mustang Changes

Thank you for your letter. If you run aftermarket wheels, you must run with the additional 25 pounds (weight adder for aftermarket wheels).

## **Not Recommended**

### **AS**

#### 1. #20758 (Dylan Olsen) Fox Minimum Weight

Thank you for your letter. Please see letters #20963 and #20964, January 2017 Technical Bulletin, for additional competition adjustments for this car.

#### 2. #20813 (Joe Aquilante) Classify 2016-2017 Camaro SS and 1LE in Restricted Preparation

Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

#### 3. #20814 (Joe Aquilante) Add 2015 thru 2016 Mustang GT to Restricted Preparation

Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

#### 4. #20868 (Thomas Lane) Dog Box Transmission

Thank you for your letter. Please see the response to letter #21105.

#### 5. #20869 (Thomas Lane) Weight Reduction

Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

#### 6. #20870 (Thomas Lane) Weight Reduction for Over 313ci

Thank you for your letter. Please see the response to letter #21105.

#### 7. #20873 (Nathan Hamlich) Dog Box Transmission Weight Penalty

Thank you for your letter. Please see the response to letter #21105.

#### 8. #20874 (Nathan Hamlich) AS Overall Weight Reduction

Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

9. #20875 (Nathan Hamlich) Weight Penalty for Racing Car Engines over 313 ci  
Thank you for your letter. Please see the response to letter #21105.

10. #20903 (Mike Wilkinson) Dog Box Trans Weight Increase  
Thank you for your letter. Please see the response to letter #21105.

11. #20912 (Edward Hosni) Request to Reduce Weight on the 1979-1993 Ford Mustang  
Thank you for your letter. Please see letters #20963 and #20964, January 2017 Technical Bulletin, for additional competition adjustments for this car.

12. #20971 (Dave Miller) Rules Changes Proposed  
Thank you for your letter. Please see the response to letter #21105, for your request on the dog box transmission and adder for over 313CI Full Preparation engines. Please see the response to letter #20963, January 2017 Technical Bulletin, for your request about base weight.

## **FA**

1. #21057 (Mirl Swan) Consider Dual Classification for FA  
Thank you for your letter. The CRB does not recommend this change.

## **P1**

1. #21119 (Jim Devenport) SIR on CN Cars  
Thank you for your letter. A rev limit is not a viable alternative to the single inlet restrictor because the regions are not equipped to monitor rev limits on individual cars, and a rev limit is also incompatible with Line J's allowance of any 2000cc engine. To meet and not exceed the competition adjustment's targeted horsepower using a rev limit, all Group CN cars would need to have the same engine with the same level of engine preparation, which would eliminate the current option of using any 2000cc engine. The CRB therefore does not recommend this change.

## **GCR**

1. #20922 (Mike W. Ogren) Runoffs Finish Under Green Please  
Thank you for your letter. The Club makes every effort to have Runoffs races start the last lap on a Green Flag. Sometimes this is not possible due to on track incidents during that race and other time challenges to the schedule.

2. #21085 (Stephen Hyatt) Input on Letter #20619  
Thank you for your letter. SCCA has considered the use of FIA flags in the past on numerous occasions. SCCA continues to conclude that due to the varied lengths and types of tracks the Club uses, the limited flagging resources available at some of our events, and the distance between staffed turn stations, the FIA flag rules would leave large sections of the track under the control of a Yellow Flag until the next staffed turn station can display a Green Flag.

## **GT2**

1. #20357 (PHIL LASCO) Engine Upgrade  
Thank you for your letter. The CRB may consider additional modifications to the original base engine. Please submit a letter through [crbscca.com](http://crbscca.com), requesting any changes you

recommend.

2. #20726 (Greg Palmer) GT4 Program in the Future?

Thank you for your letter. The SCCA has no plans to add a GTS/GT4 class. The CRB will consider classifying cars in GT2/ST on a case by case basis.

3. #20774 (Amir Haleem) Allow Unrestricted Intake Manifolds

Thank you for your letter. Unrestricted intake manifolds are not within the GT2/ST philosophy.

4. #21033 (Amir Haleem) Toyota Supra Alternate Engines

Thank you for your letter. The CRB/GTAC are discussing the potential for allowing turbochargers in GT2/ST.

### **GT3**

1. #20952 (James Rogerson) Include FIA Fun Cup in GT3

Thank you for your request. This car is not within the philosophy of GT rules.

### **GTL**

1. #21097 (James Gregorius) Request Increase for 12A SIR

Thank you for your request. The 12A Street Port engine is classified properly.

### **EP**

1. #21100 (Aaron Johnson) Honda S2000 Requests

Thank you for your request. The request would allow one of the cars to use a transmission with better ratios without a weight penalty.

### **FP**

1. #20908 (Bobby Beyer) Please Class Toyota Yaris in FP for Full Preparation

Thank you for your request. This car is already classed under the level 2 rules in HP.

### **Prod**

1. #20950 (James Rogerson) Bring in Past Generation MX5 Cup Car Without Modification

Thank you for your request. This car is presently classed in EP under the level 2 rules.

2. #21128 (James Rogerson) Sequential Shifting Transmissions

Thank you for your letter. Non-sequential shift dog ring transmissions are still available for both front and rear wheel drive cars at reasonable prices. Allowing sequential shift transmissions would be perceived as significant rules creep that could effectively obsolete all non-sequential shift transmissions. This could potentially lead to a large number of competitors incurring significant costs to purchase new transmissions without any positive effect on competition parity or participation.

3. #21129 (Jesse Prather) Alternate Rocker Arms

Thank you for your request. The failure experienced by the referenced car was a broken rocker arm stud. The rules have now been changed to allow alternate rocker arm studs. At present there appears not to be a reason to allow alternate rocker arms.

## **STL**

### **1. #20981 (Tom Fowler) Weight Reduction for RWD**

Thank you for your letter. Please see the response to letter #20624, December 2016 Fastrack Minutes.

## **STU**

### **1. #21086 (Edmond Lo) Mix and Match Engine**

Thank you for your letter. Mixing of heads and short blocks (e.g., Type R head on a B20 bottom end) is not allowed in Super Touring.

### **2. #21091 (Oscar Jackson) Carbon Driveshaft Allowance**

Thank you for your letter. The CRB does not wish to change the driveshaft rule at this time, and wishes to reiterate that GCR 9.1.4.L.1 clearly states that driveshafts must be "the same types of materials as stock."

## **T1**

### **1. #20001 (Chad Gilsinger) Classify 2017 Acura NSX in T1**

Thank you for your letter. This car is not recommended for T1. As of 2/1/17, it will be classified in GT2. Please see the response to letter #20003, Technical Bulletin.

### **2. #20648 (Kenneth Billimack) Re-Class 997 GT3 Cup to T1**

Thank you for your request. The car is not recommended for T-1 and is currently classed in GT-2. This car exceeds the class philosophy for T-1 given recent recommended changes for T1.

### **3. #20886 (Ross Murray) Reconsider Elimination of the Competition Coupe**

Thank you for your letter. This car was improperly classed in T1 and is outside the class performance envelope. The car is properly classified in GT2.

### **4. #20890 (David Mead) Allow Mustangs/Thunderbirds to Install Griggs SLA Conversion**

Thank you for your letter. This is beyond the class philosophy for T-1.

### **5. #20968 (Rob Bodle) 2015 Mustang Intake**

Thank you for your letter. This is not recommended for an OEM spec line. If you desire a non OEM configuration for this request, please submit a request for a specification line so this configuration can get the appropriate weight and/or restrictor adjustments.

## **T2**

### **1. #21008 (Lothar Kremer) 98-04 C-5 Corvette**

Thank you for your letter. Please check the relative performance of this car prior to its retirement in the race. Recent changes have been made for T2 in 2017. Please see the response to letter #20602, December Fastrack Technical Bulletin.

## **T4**

### **1. #20907 (Tim Wise) Reduce Running/Maintenance Costs of MX5 in T4**

Thank you for your letter. This car is not within the class philosophy of T4.

2. #20924 (Dan Hardison) Allow Aftermarket Headers for T4 1996-2002 Camaro/Firebird  
Thank you for your letter. This car has received several positive adjustments including larger tire size and cold air intake for 2017. The header is not recommended at this time. Please refer to letter #20347, December 2016 Fastrack Technical Bulletin for changes to this car and letter #20394, December 2016 Fastrack Minutes, for other T4 changes.

3. #21110 (Jim Ebben) Allow MX5 Cup FiveStar Windshield on the T4 '06-'14 Mazda MX5  
Thank you for your request. Lexan is not recommended for T4 and is beyond T4 class philosophy.

4. #21115 (Michael Olivier) Remove the 55mm Restrictor for Honda Civic SI '06 to '11  
Thank you for your request. Please bring this car out to race it in T4 so the CRB can monitor performance, data, and T4 changes recommended for 2017.

5. #21116 (Michael Olivier) Reduce Minimum Weight of '06 - '11 T4 Honda Civic SI  
Thank you for your letter. Please bring this car out to race it in T4 so we can monitor performance, data, and T4 changes recommended for 2017.

6. #21117 (Michael Olivier) After Market Wheels for the T4 '06 to '11 Honda Civic SI  
Thank you for your letter. Please bring this car out to race it in T4 so we can monitor performance, data, and T4 changes recommended for 2017.

### **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](http://www.clubracingboard.com).

None.

### **Taken Care Of**

#### **FA**

1. #21058 (Mirl Swan) Additional Input  
Thank you for your letter. Please see the response to your letter #21057.

#### **FB**

1. #20725 (John LaBrie) Parity in FB  
Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

2. #20849 (Jay Novak) Weight Increase for Engines Newer Than Model Year 2011  
Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

3. #20999 (Daniel Robinson) FB Engine Parity  
Thank you for your letter. Please see the response to letter #20719, Technical Bulletin.

#### **Prod**

1. #21099 (Aaron Johnson) Limited Prep Valve Rules

Thank you for your letter. Please see the response to letter #21096, Technical Bulletin.

2. #21102 (Jason Stine) Quantification of Neck Down Valve Rule Change for LP Motors  
Thank you for your letter. Please see the response to letter #21906, Technical Bulletin.

3. #21122 (Ron Bartell) Level 2 Valves

Thank you for your letter. Please see the response to letter #21906, Technical Bulletin.

## **T2**

1. #20892 (John Buttermore) Fine Tuning of T2 Adjustments for 2017

Thank you for your request. Recent adjustments were made in T2 for 2017 and the CRB will continue to monitor performance and results. Please see the response to letter #20605, December 2016 Fastrack Technical Bulletin.

2. #21037 (Todd Napieralski) Base of Performance 2016 Camaro SS T2

Thank you for your letter. Recent changes have been made for T2 in 2017 and the CRB will continue to monitor performance and data in 2017 before making additional recommendations. Please see the response to letter #20605, December Fastrack Technical Bulletin.

## **T2-T4**

1. #20798 (Rich Grunenwald) Adjustable Shocks in T2 - T4 - OPPOSED

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #21005 (Jason Huepenbecker) Adjustable Shocks in Touring Request for Approval

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #21007 (Jason Huepenbecker) Touring 4 Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

## **T4**

1. #20706 (Philip Royle) Adjustable Shocks in Touring 4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #20722 (Stan Czacki) Single Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #20775 (Tim Myers) Not in Favor of Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

4. #20776 (Steve Strickland) Please DO NOT Allow Adjustable Shocks for T4 Cars

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

5. #20778 (Josh Smith) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

6. #20806 (Joe Leonard) Adjustable Shocks in T4



Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

7. #20807 (Jeffery LaBounty) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

8. #20808 (Darryl Pritchett) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

9. #20809 (Kolin Aspegren) Against Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

10. #20861 (Ross Murray) Adjustable Shock Proposal

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

11. #20876 (Joe Cooley) No Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

12. #20937 (Richard James) Support of Adjustable Shocks in T4.

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

13. #20947 (Jim Drago) Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

14. #20957 (Darren Seltzer) T4 Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

15. #20960 (Chi Ho) T4 Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

16. #20961 (Eric Heinrich) #20561 WDYT Reply Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

17. #20979 (Tom Fowler) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

18. #20982 (Brad McCall) Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

19. #20983 (David Dewhurst) T4 Shocks Input

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

20. #20985 (James Innes) Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

21. #20987 (Donald Knowles) Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.



22. #20989 (Sean Hedrick) T4 Shock Clarification  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
23. #20990 (Kevin Koelemeyer) Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
24. #20991 (Kevin Koelemeyer) Weight Add MX5  
Thank you for your letter. The CRB will monitor recent changes in T4 during 2017. Please see the response to letter #20392, December 2016 Fastrack Minutes.
25. #20993 (David Wheeler) Do Not Allow Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
26. #20994 (Morgan Mehler) Letter Regarding #20561  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
27. #20996 (Jonathan Yanca) Please Do NOT Allow Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
28. #20997 (Jason Shultz) Non Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
29. #20998 (Alex Kuretski) Non Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
30. #21000 (Cal Hay) In Support of Non Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
31. #21001 (Lawrence Slivinski) Input to Letter #20561 T-4 Shock Clarification  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
32. #21002 (Richard Astacio) T4 Adjustable Shock  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
33. #21003 (Emmitt Staley) Shock Discussion  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
34. #21004 (Michael Collins) Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
35. #21009 (Caleb Everett) Vote for #2  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
36. #21011 (Terry Tabor) I Vote for #2 - Allow Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.
37. #21012 (Gregory Shumaker) Adjustable shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

38. #21014 (Larry Tague) Shock Discussion

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

39. #21030 (David Beccaris) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

40. #21031 (Jason Phillips) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

41. #21034 (Marc Cefalo) T-4 Shock Clarification Currently in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

42. #21041 (Michael Sullivan) No On Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

43. #21042 (Matt Downing) Allow Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

44. #21043 (Thomas Hart) Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

45. #21045 (Ali Naimi) T4 - In Favor of Non-Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

46. #21046 (Tom Wickersham) No Adjustable Shocks

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

47. #21048 (David Hale) Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

48. #21049 (James Wetter) Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

49. #21051 (Tim Wise) Do Not Allow Adjustable Dampers, Retrofitted or Otherwise, in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

50. #21059 (Alex Bolanos) Against Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

51. #21060 (Andrew VanVurst) Against Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

52. #21061 (Henry Van Vurst) Against Adjustable Shocks in T4

Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

53. #21062 (Engelberto Bolanos) Against Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

54. #21063 (Fe Bolanos) Against Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

55. #21064 (Christian Van Vurst) Against Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

56. #21065 (Mathew Van Vurst) Against Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

57. #21066 (Andrew Von Charbonneau) Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

58. #21067 (Drew Strickland) Please Do Not Approve Adjustable Shocks for T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

59. #21074 (Christian Shipp) Adjustable Shock Absorbers in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

60. #21077 (Jeremy Lucas) Against Opening up Shocks in Touring 4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

61. #21090 (Oscar Jackson) Answer to Adjustable Shocks  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

62. #21109 (Jim Ebben) Against Adjustable Shocks in T4  
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

### **What Do You Think**

None.

### **RESUMES**

1. #20708 (Derrick Ambrose) Touring Advisory Committee  
Thank you for submitting your resume for the Touring Advisory Committee. Your resume will be reviewed in the next few months.

2. #20948 (Chi Ho) Touring Advisory Committee  
Thank you for submitting your resume for the Touring Advisory Committee. Your resume will be reviewed in the next few months.

3. #21084 (Jason Stine) Resume for Production Advisory Committee  
Thank you for submitting your resume for the Production Advisory Committee. Your resume will be reviewed in the next few months.

#### 4. #21158 (Larry Svaton) Production Committee Resume

Thank you for submitting your resume for the Production Advisory Committee. Your resume will be reviewed in the next few months.

## TECH BULLETIN

DATE: January 20, 2017

NUMBER: TB 17-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2017 unless otherwise noted.

### American Sedan

#### AS

1. #21106 (American Sedan Committee) Shock Rule Clarification

In GCR section 9.1.6.D.4.b.2., add the following language:

“Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment from within the cockpit *or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems* while the car is in motion. *Magnetic shocks are not permitted.*”

### B-Spec

None.

### Formula/Sports Racing

#### FA

1. #21121 (Matthew Gendron) Pro Mazda Allowances

In FA, Table 2, Pro Formula Mazda, make the following changes:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes

Pro Formula Mazda	<del>Mazda rotary -Sealed- Ren-esis- with Pro-Star Mazda Fuel- injection and a 70 mm throttle body <i>See Table 1</i></del>	<del>Pro-Star- Mazda- specified- series- wheels (F) 9 (R) 11 <i>(F) 10 (R) 14 Min. &amp; 15 Max.</i></del>	<del>See- Table 3 <i>See FA rules</i></del>	6 spd sequential transmission with open differential. Traction control is allowed. Spec Gear Ratio Stacks (no mixing) apply. Pro Star Mazda Gear Stacks: Stack A: 1st-12/29, 2nd-15/30, 3rd-15/25, 4th-19/27, 5th-20/25, 6th-19/21. Stack B: 1st-12/29, 2nd- 17/30, 3rd-19/27, 4th-18/22, 5th-24/26, 6th-24/24.	1325 <i>See Table 1</i>	<del>Front Wing—Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings—May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured—at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, CER Inc., Speed Source or Daryl Drummond Enterprises, Inc. <i>All current FA rules apply</i></del>
-------------------------	---	--	---	--	--------------------------------	--

In FA, remove table 3 listing Pro Formula Mazda dimensions in its entirety.

## FB

### 1. #20719 (JEREMY HILL) FB ENGINE PARITY

In GCR Section 9.1.1.G.13, add the following language:

“Minimum weight *for cars using model year 2010 or older engines* is 1000 lbs. *Minimum weight for cars using model year 2011 or newer engines is 1025 lbs.*”

## FF

### 1. #21132 (Formula/Sports Racing Committee) Update GCR 9.3.28.D Parenthetical

In GCR Section 9.3.28.D, remove the following language:

Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF,

FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales.

## **P1**

1. #21153 (SCCA Staff) Elan Van Diemen DP02 Sports Racer in P1

The Club Racing Board wishes to delay the changes implemented for the Elan Van Diemen DP02 Sports Racer in P1, published in the January Fastrack (#20641).

Effective 03/01/17, in P1, Table 1 (Spec Line Cars), remove Line D in its entirety.

Effective 03/01/17, in GCR Section 9.1.8.I., remove Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.

**See Racing Memo 16-10.**

## **GCR**

1. #21147 (Todd Butler) Allow Lexan Front Windows Up in OEM Manufacturer Prepared Cars  
In GCR section 9.3.52., add the following language:

"Windows shall be clear or uncolored, except in Production, Super Touring and Touring if no factory or aftermarket clear windows are available. Officials may require the replacement of windshields that are considered a safety hazard. *Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered and noted on Spec Line.* All *other* closed cars shall run with both front door windows fully open."

In GCR section 9.3.53., add the following language:

"Window safety nets shall be used on the driver's side window of all closed cars *unless these are factory (OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on Specification Line.* All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1., Label" to that effect. (Note: Window nets need not be dated.) The window net shall be equipped with a quick-release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net"

**See Racing Memo 17-02.**

## **Grand Touring**

### **GT1**

1. #21289 (SCCA Staff) Lexan Front Windows Up in OEM Manufactured Cars

In GT1, Porsche GT3 R/RS 00-02, add the following language:

*"Factory (OEM manufacturer) Lexan front windows allowed as delivered."*

In GT1, Porsche 997 GT3 Cup, add the following language:

*"Factory (OEM manufacturer) Lexan front windows allowed as delivered."*

In GT1-ST, Aston Martin Vantage GT3 (2012), add the following language to the notes:

*"Factory (OEM manufacturer) Lexan front windows allowed as delivered."*



In GT1-ST, Audi R8 LMS Ultra GT3 (10-14), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, BMW Z4 GT3 (10-13), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Ferrari 430, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Ferrari 458 Challenge, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Ferrari 458 GT3 (2011-), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Ford GT FIA GT3-016, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Ginetta G55, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Lamborghini Gallardo GT3 (2013), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Lamborghini Gallardo, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Lamborghini Huracan, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Noble M12/ M400, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, McLaren GT Sprint, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, McLaren MP12C GT3 (2013-), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Mercedes Benz SLS GT3 (2011-), add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Noble/Origin HVRx, add the following language to the notes:  
*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Porsche 991 GT3 Cup, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Porsche 991 GT3-R (2016), add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Porsche 996 Turbo AWD, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Porsche 997 GT3 R (2013-), add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT1-ST, Rossion Q1, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

**NOTE: See letter #21147 for more information.**

## **GT2**

1. #20003 (Chad Gilsinger) Classify 2017 Acura NSX in GT2

In GT2, classify as follows:

<b>GT2 / ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>2017 Acura NSX</i>	<i>3500</i>	<i>3600</i>	<i>(2) 34 mm TIRs</i>	<i>TIR shall be placed in the OEM turbo inlet housing.</i>

2. #21290 (SCCA Staff) Lexan Front Windows Up in OEM Manufactured Cars

In GT2, Porsche 996/997 GT3 Cup, add the following language:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT2-ST, Aston Martin Vantage, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT2-ST, Audi R8, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT2-ST, Ferrari 430 Challenge, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT2-ST, Maserati GT4, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

In GT2-ST, Maserati Trofeo Light, add the following language to the notes:

*“Factory (OEM manufacturer) Lexan front windows allowed as delivered.”*

**NOTE: See letter #21147 for more information.**

## **GT3**

1. #20720 (wolfgang maike) GT3 Small Bore Engine Weight Reduction

In GT3, reduce the weight of piston engines 1800cc and under by 50 lbs.

2. #20884 (joe kristensen) Honda Civic 2017 Body

In GT3, classify as follows:

GT3 Cars -					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda Civic Coupe</i>	<i>17-</i>	<i>2dr</i>	<i>FWD</i>	<i>106.3</i>	

In GTL, classify as follows:

GTL Cars -					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda Civic Coupe</i>	<i>17-</i>	<i>2dr</i>	<i>FWD</i>	<i>106.3</i>	

3. #20885 (joe kristensen) 2354 CC Honda Engine

In GT3, Engines - Honda, F20C, add the following language to the notes:

*"K24 crankshaft allowed with a 31mm SIR at 2195 lbs."*

**Improved Touring**

None.

**Production**

1. #21107 (scott lunder) Incorrect Intake Valve Listing for 03-05 BMW Z4

In EP, BMW Z4 (03-05), change the intake valve size as follows:

(I) ~~1.23~~ *1.30*

2. #21072 (Blake Meredith) Classify the 1990-91 Honda Civic EX

In FP, classify 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>Honda Civic EX (90-91)</i>	<i>2</i>	<i>1900 * 1948 ** 1995</i>	<i>4 Cyl. DOHC</i>	<i>75.0 x 90.0</i>	<i>1590</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 29.0 (E) 25.0</i>	<i>Fuel injection</i>	<i>98.4"</i>	<i>61.4/61.7</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic EX (90-91)</i>	<i>15 x 7</i>	<i>5</i>	<i>(F) 10.3" vented (R) 7.09 x 1.50" drum or as alt. 9.41" solid disc</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .450"</i>

3. #21096 (Jesse Prather) Undercut Valves

In GCR section 9.1.5.E.2.f.4., add the following language:

"Any ferrous (including stainless steel) metal valves meeting the specified head diameter and

having the stock diameter for the portion of the stem that travels inside the valve guide can be used. *The diameter of the portion of the valve stem that does not travel inside the valve guide can be no more than 17% smaller than the stock stem diameter.* Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted.”

## **Spec Miata**

**None.**

## **Super Touring**

**None.**

## **Touring**

### **T2**

1. #19856 (ANDY VRENKO) 2015-2017 MUSTANG GT

In T2, Ford Mustang GT 5.0L (2015-), make the following changes:

Brakes:

(F) ~~352~~ **355** (R) 330

Notes:

“Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M- 18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 53mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. *Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD.*”

2. #20668 (Francisco Marrero) 2011 Porsche Boxster Spyder (PDK Transmission)

In T2, Porsche Cayman S (10-12), add the following language:

Porsche Cayman S, *Spyder* (10-12)

### **T3**

1. #21114 (David Cook) T3 Hard Tops for the MX-5s

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 #TBD ~~0000-07-5902-ND~~) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners).”

In T3, Mazda MX-5 Miata (2016), add the following language to the notes:

“Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*”

2. #21174 (Touring Committee) Classify Honda Civic '06-'11 in T3  
In T3, classify 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>Honda Civic Si (06-11)</i>	<i>86.1 x 86.0 1998</i>	<i>2649</i>	<i>17 x 7</i>	<i>235</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.66</i>	<i>4.77</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2650</i>	<i>Aftermarket cold air intake allowed. Aftermarket exhaust header allowed.</i>

See Racing Memo 17-01.

## T4

1. #20561 (Michael Sullivan) T-4 Shock Clarification

In GCR section 9.1.9.2.D.5.b.2., clarify non-adjustable shock allowances in the second paragraph, regarding T4, as follows:

~~"T4 only: (unless specified on a spec line) Any non-adjustable shock absorber is allowed.~~

*Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any non-adjustable shock absorber is allowed. Adjustable shocks that are retrofitted into non-adjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered. The shock Shocks must be installed in the original mounting locations. Remote shocks reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion."*

2. #21112 (David Cook) T4 New Mazda Hard Top

In T4, Mazda MX-5 / Club Model (06-14), add additional hardtop part number to the notes:

"Mazdaspeed MX-5 Roof permitted **#0000-07-5901-CC OR #0000-07-5901** with +20lb increase to base weight."

3. #21113 (David Cook) T4 2016 MX-5 Rules Clarification Request

In T4, Mazda MX-5 Miata/Club (2016), add the following language to the notes:

*"Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 with +20lb increase to base weight."*

### Note from the CRB:

The other requests are not clear from your letter. Please submit separate letters with each letter having one specific request.

4. #21143 (Touring Committee) Please cap model year for BRZ and FRS in T4 to 2016 model

In T4, Scion FR-S, add the following language:

Scion FR-S  
(2013-**2016**)

In T4, Subaru BRZ, add the following language:

Subaru BRZ

(2013-2016)

### SCCA National Court of Appeals Guide

The General Competition Rules (GCR) provides a means for appealing a decision issued by the Stewards of the Meeting (SOM) at a SCCA Club Racing sanctioned event. Following is a brief guide to the Club Racing appeal process. For complete information please see GCR 8.4.

#### A. Right to Appeal -

1. Any participant or organization named as a party to a protest, a Race Director, or Chief Steward's Request for Action, or any member named as a party in a Review Committee, has the right to appeal a decision rendered by the SOM or Review Committee. GCR 8.4.1.
2. The Race Director or Chief Steward may appeal any SOM decision. GCR 8.4.1.

#### B. Appeal -

1. Please state your case in writing specifying what decision is being appealed, and the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately, unfairly, or inequitably. GCR 8.4.3.A.1. and 8.4.3.A.2.
2. Your letter of appeal must be sent to the Club Racing Office in Topeka postmarked within ten (10) days of the SOM or Review Committee decision. GCR 8.4.3.A.3.
3. Appeals affecting national points standings for events held **within 28 days** of the Runoffs® have a **48 hour appeal period**. GCR 8.4.9.
4. Your request must be accompanied by a fee of \$175.00, payable to SCCA, Inc. A minimum of \$100.00 of any appeal fee will be retained by the SCCA. Faxed or emailed Appeals must include a Visa or MasterCard account number for payment of the fee. GCR 8.4.3.A.4.

#### C. Evidence -

1. Your appeal request should include new evidence, information you want the COA to consider, and all arguments why the SOM decision should be overturned. Please note, the Court of Appeals will not routinely contact you for additional information. GCR 8.4.3.A.2.
2. If you include video evidence, please submit only unedited videos in a commonly available format that can be easily viewed by the Court.

**D. Assistance** - Your Divisional Executive Steward can supply information if you need help and guidance in filing an appeal. In addition, several Divisions have assigned Stewards



to assist individuals with the appeal process.

Edition: 1.12.17