

Recommended Items for 2017

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

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SRF

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

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

9.1.8. Spec Racer Ford (SRF) Specification

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

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

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

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

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

GCR

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

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

STL

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

Edit STL Table B:

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

Recommended Items for 2017

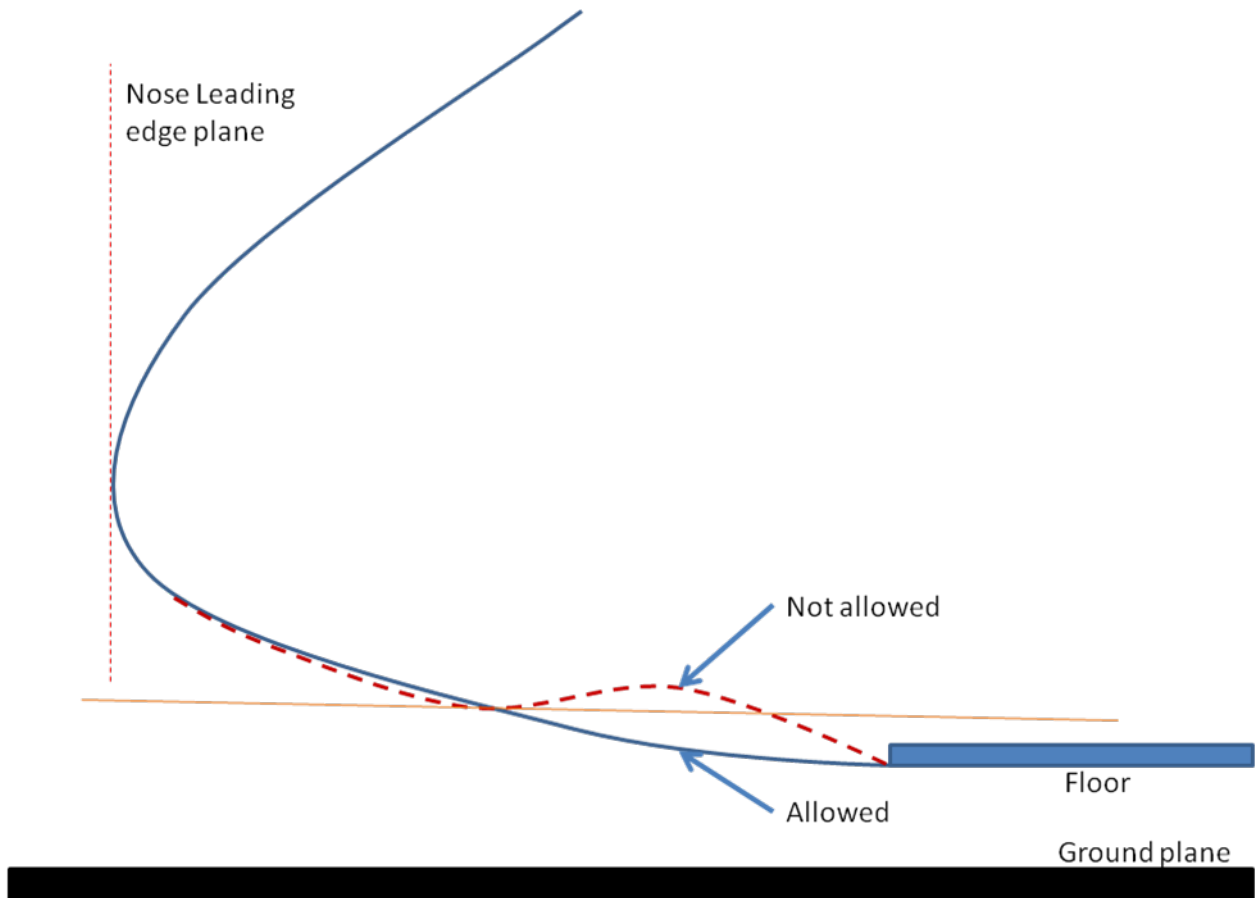
The below item was approved by the Board of Directions at the Convention in January. Each letter has an effective date.

F500

1. #20704 (Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations.

Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

In GCR section 9.1.1.D.9.f., add the following language and illustration: "It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. It is not permitted to duct any air through the downward facing surface of the nose of the car *extending to the front axle* or through the lower surface of the car between the front and rear axles. *The surface of the nose – facing the ground plane aft of the nose leading edge plane – along its entire length at or before and extending to the level of floor of the car at or forward of the front axle, must be either parallel to or convex, as compared to the ground. (see illustration)*



FV

1. #19972 (January Fastrack - Gary Kittell) Valve Seat Repair/Replacement
 Thank you for your letter. With the help of the FV Ad Hoc, the CRB recommends allowing increased O.D. and depth of replacement valve seats to help extend the life of the VW heads. The CRB recommends this rule change to be effective **6/1/2017**.

In GCR section 9.1.1.C.5.D.10. make the following changes in the Seat Dimensions Table:

Intake Max O.D. (inches): ~~1.445~~ **1.495**
 Intake Max Depth (inches): ~~0.375~~ **0.395**
 Exhaust Max O.D. (inches): ~~1.315~~ **1.365**
 Exhaust Max Depth (inches): ~~0.375~~ **0.395**

GCR

1. #20618 (January Fastrack - Jim Rogaski) Chief Steward Powers
 The CRB recommends this rule be implemented **3/1/2017**.

The Executive Stewards would like to add the ability of probation to the penalty options available to the Chief Steward. This would bring the list of potential penalties in line with the powers of the Race Director at Majors events.

The Executives would like to restrict the length of probation a Chief Steward can assign to a maximum of 3 race weekends. Any longer probation period would be handled through the RFA process and would go to the SOMs for a decision.

Since the Chief Steward probation would be done with a CSA, it was agreed that no driver license points would be assessed. If it was felt that points should be assessed, then the RFA process should be used.

The reasoning is that at times it is necessary to get a driver's attention, but not have to put them through the full blown RFA process of interviews, witnesses, written statements, etc.

Add 5.12.3.C.11: *11. Impose up to a three race weekend probation.*

SM

1. #19597 (January Fastrack - Spec Miata Committee) VIN Codes vs. Model Year
The CRB recommends this rule change be implemented **6/1/2017**.

Change 9.1.7A: A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition. The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The *original OEM* vehicle identification number (VIN) *stamped on the firewall* shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place, *with the firewall VIN taking precedence.*

~~There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year automobile classified.~~

T2

1. #21108 (January Fastrack - Club Racing Board) SMG Rules for 2017

The CRB recommends changes to the SMG rules for 2017. The CRB recommends this rule change become effective **3/1/17**.

SCCA Spec Mustang (SMG)

Purpose and Intent

The Spec Mustang class is for the S197 Ford Mustang *GT* built from 2005-2009. The goal of this class is to provide a fast and safe race car that is affordable to build *and maintain with readily available parts and a fully adjustable racing suspension.* ~~when compared to other race cars in its category of performance.~~

~~The Spec Mustang (SMG) includes a spec, fully adjustable racing suspension, and bans the building, balancing and blueprinting of engines.~~

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Cars must meet the general regulations of Section 9 of the SCCA General Competition Regulations (GCR) for Touring category cars.

Ford Racing Parts listed may or may not be available ~~from under the Ford~~ **Performance** brand since Ford may remove them from the Ford Racing listings without notice. ~~However, THIS DOES NOT MEAN YOU ARE FREE TO FIND A SUITABLE REPLACEMENT ON YOUR OWN. We have listed the manufacturer (for Ford Racing) by any parts where supply or availability may be an issue. You ARE free to order the same part from the manufacturer (i.e. radiator from BE COOL rather than Ford Racing), as we have listed the same exact part with the manufacturer's part number as an alternative. to buying the Ford Racing branded product. If, at any time we lose~~ **there is a loss of supply** of any of these parts, please notify us **SMG** immediately and we will, **so that SMG**, as a group, **can** select an equivalent alternative.

The following items represent the ~~only~~ **approved** modifications and safety items permitted and/or required on Spec Mustangs, **in addition to** ~~other than~~ safety items as required in **by** Section 9 of the GCR. Permitted components or modifications must not perform a prohibited function.

1) Eligibility

- Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197)
- Bullitt Option Mustangs and Shelby GT Option Mustangs are ~~allowed~~ **permitted**, but must be brought to spec per the rules and part numbers listed below.

2) Specifications

a) Engine Type:

SOHC 24-valve V-8, aluminum block and heads, port fuel injection
Displacement: 281 cu in, 4601cc (4.6 liter)

b) TRANSMISSION:

5-speed manual, factory

c) Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches

The Front and rear track measured from outside to outside of tires front and rear:

Front: 75 inches Rear: 74-3/8 inches

d) Weight: with driver: ~~3450~~ **3400** pounds

e) Allowed ~~I~~ Interior ~~M~~ Modifications:

- (1) ~~Strip and/or R~~ Remove all interior trim, door panels, sound system and components, air bags and related wiring, A/C, compressor and condenser with hoses/fittings, heater/heater motor/core, glove box, headliner, driver and passenger windows with hardware, column steering lock, seats and hardware/motors, carpeting and sound insulation, interior lighting, console. Radio/HVAC panel in center of dash may be removed. Otherwise, face of dash to

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remain intact with air vents removed. Blinkers and switches to be removed.
~~Emergency brake may be removed. Removable steering wheel allowed.~~

- (2) Driver "dead pedal" allowed
- (3) Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method
- (4) Interior rear view mirror is open *and mandatory*
- (5) *Emergency brake may be removed*
- (6) *Removable steering wheel allowed*

f) Body

- (1) Body to remain intact including rocker panel valance. ~~and M~~ must run with the ~~addition of~~ Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed. ~~but SCCA will monitor appearance of car and not allow cars with cracks in, or obvious stretching of fenders.~~
- (2) Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. ~~Removal of side windows will be required to accommodate the rollover system side protection.~~ Windshield and ~~backlite~~ *back light* may have retention straps installed.
- (3) Trunk lock assembly to be removed and replaced by *with* external fastener(s)
- (4) Hood pins allowed *and encouraged*
- (5) 1" square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed
- (6) Stock *side* ~~rear~~ view mirrors to remain in place and functional
- (7) Fuel cells are not allowed
- (8) Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.

f) Safety:

- (1) Cars must meet the safety regulations of Section 9 of the SCCA GCR for Touring category cars.

- (2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional ~~if so desired for non-racing events~~. Six-point harness is required for driver and ~~same for passenger~~ (if seat is installed).
- (3) Window net ~~to be installed~~ **required** on driver's side.
- (4) SCCA compliant fire bottle or fire system required.
- (5) GCR compliant, (per Section 9.4 GT and Production Car specs) roll cage ~~installed~~ **required**, double side bars required both sides. SMG ears **roll cages** limited to 6 points of contact to the car. Optionally, two additional bars, extending forward to, but not penetrating the firewall for foot protection may be added. Additional gusseting connecting the cage to the body is also prohibited.
- (6) Master on/off switch to be mounted at lower front of driver's window, not to block rear view mirror.
- (7) ~~Welded~~ **Steel** tow hooks required front and rear, **welded to bumpers**.

g) Suspension:

- (1) The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN CCS-40-1000SPEC is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.
- (2) Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: ~~CFS-40-1000SPEC~~ **CSS-40-1000-JRI-SMG**, rear shock system PN: ~~SHK-40-1000SPEC~~ **SHK-40-1000-JRI-SMG**.
Or: JRi Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SASMG
No mixing of the Koni and Jri shocks is allowed.
- (3) Spring rates: 600 lbs. OR 500 lbs. front, 450 lbs. OR 400 lbs. rear.
 - (a) Eibach part numbers
 - 1. Front 0700.250.0600; 0700.250.0500
 - 2. Rear 0800.250.0400; 0800.250.0450
- (4) Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG Alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex ~~Engineering~~. The JRi front strut housing will already have this feature. This CFS-40 kit is allowed, not required.

But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section o). No machining of body to allow further travel. Caster: min. +6.35; max. +7.85. Camber plate PN MM5CC-5 or CCP197-05-09.

Illustration of strut housing modification discussed in section g) 4.

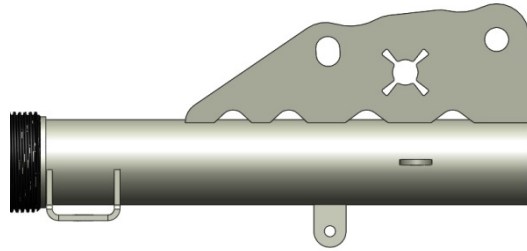


Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: JRi housings have the slot on the bottom hole)

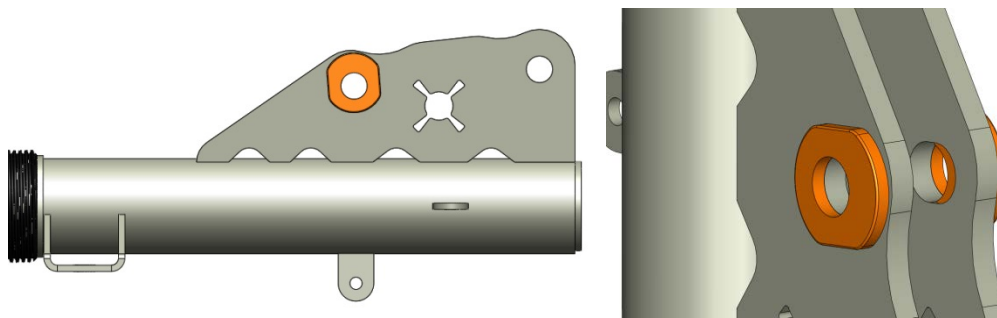


Figure 2: SMG Strut Housing with Camber Slug Installed.

REAR:

- (5) Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.
- (6) Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).
- (7) Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.
- (8) Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY
- (9) Cortex Watts Link package, PN CWL-40-1000SPEC **SMG**

(a) Cortex's differential cover: incorporates the Watts pivot mount as well

as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.

(b) Eibach PN 35101.310 (~~formerly Ford Racing~~) front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only)

(c) Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016

(d) Upgraded ball joints (Steeda X5), PN 555-8108

(e) Lower control arm part #M-3075-RA is allowed

FRONT:

~~(10)~~ For technical questions about the Cortex Suspension Kit, contact Filip Trojanek: filip@cortexracing.com

~~(11)~~ (10) Allowed modification not included in Cortex Package: front, lower control arm bushings: Prothane PN 6-218-BL forward bushing PN 6-220-BL Rearward bushings (replace large hydro-bushing). This is not seen as a significant performance enhancement, ~~rather~~ **and** a cost savings when bushings are worn. This allows them to be replaced without entire control arm replacement.

~~(12)~~ (11) Cortex Racing Adjustable length anti-roll bar end links for corner balance adjustment, PN ARB-40-1002. (Included with CSS-40-1000 ~~SPEC~~ **JRI-SMG**)

~~(13)~~ (12) Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with CSS-40-1000 ~~SPEC~~ **JRI-SMG**)

~~(14)~~ (13) Steeda 555-4104 upper link/differential mount spherical bearing is permitted

~~(15)~~ (14) Any type/origin of upper 3rd link and mount bracket assembly may be used. Factory original locations for mounting holes (on both body and differential) must be retained

~~(16)~~ (15) Rear anti-sway bar allowed – must be OEM, either 18mm (6R335A771BB) or 22mm (Ford Racing # M-5490-AR Eibach #35101.2)

~~(17)~~ (16) Rear lower control arm to axle housing relocate bracket, and the rear lower shock mount bracket may be welded for reinforcement

h) Brakes:

(1) Stop **T**tech STR40 Trophy front brake kit (PN 87.330.4C00.R1) with 355mm x 35mm rotors (PN 31.747.1101.87, 31.747.1102.87) and the STR40 calipers (PN 379.444.7133, 379.44.7134). Aftermarket rotor of same size allowed.

- (2) Rear brakes stock caliper required. Aftermarket rotor of stock size allowed. Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the Stop ~~T~~ech knockback spring.
- (3) Shelby GT500 ABS module required, Ford Racing PN M-2353A
- (4) Stainless braided lines are allowed
- (5) Brake pads free
- (6) Ducting to front and rear brakes is allowed
- (7) Removal of dust shields front and rear is allowed (highly recommended)
- (8) The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.

i) Transmission/Differential:

- (1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMG cars will be 5speed/3.33 ratios for the 2016 season.~~
- (2) Ford Racing Short-shift kit with knob ~~allowed Ford PN M-7210T—Also available as, Hurst PN 391-0201, —This part is not required. Additional shifter allowed is or~~ MGW Short Throw shifter for 2005-2009 Mustang GT ~~(not including GT500 option).~~ Stock shifter can be run.
- (3) Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside ~~cabin~~ **trunk** this triggers need for full bulkhead of trunk area
- (4) ~~Safety straps or Driveshaft loop to protect the driveshaft from dropping in case of failure are required~~
- (5) Metallic, one-piece driveshaft is allowed

j) Engine:

- (1) No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.
- (2) Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.
- (3) Dyno testing may be required if it appears ~~than~~ **that** an engine in a competing car has an edge in power. Determination of any potential power advantage will be

- made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.
- (4) Engine is to be unmodified internally. No balancing or blueprinting is allowed.
 - (5) Ford Racing radiator required: M-8005-MGT ~~Also available as~~ **or** BE COOL PN 60205
 - (6) Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A **or** Moroso PN 63768
 - (7) Long tube headers: Borla PN 17237 ~~which includes the~~ **with** X pipe. ~~This is the same header system that was formerly a Ford Racing part. (Ford Racing short tube on Miller cars grandfathered)~~
 - (8) Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06. ~~(Does not come with Ford calibration tool which is good since we cannot use it anyways)~~
 - (9) Ford Racing power steering cooler required: Ford PN M3746A or Derales PN 13225
 - (10) Ford Racing idler pulley required: PN M19216-D46 ~~Also available as~~ **or** Dorman PN 34191
 - (11) ECU tuning is allowed ~~but this does not change~~ to exceed the HP limit regulation listed above **in J(2)**
 - (12) The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)
 - (13) Fuel shall comply with GCR Section 9.3.26.
 - (14) Clutch replacement: The following specified replacement clutch parts are: ~~stock-sized 11" disc that represent no performance enhancement, but some additional longevity:~~
 - (a) ~~5-speed:~~ Clutch disc Centerforce PN DF380800
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.
 - (15) ~~Both:~~ Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.
 - (16) ~~Both:~~ Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.
 - (17) Road racing oil pan, Moroso P/N 20548/18548 is allowed

- (18) Ford Racing high volume oil pump #M-6600-F46 is allowed
- (19) EVAP/emissions system components on engine and chassis may be modified, removed, or disabled but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil /air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.
- (20) ~~Rehagen Racing~~ (Ford Racing# M-6038-R) or Prothane (#6-505-BL) motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.

l) Exhaust:

- (1) Stock GT exhaust to be retained with catalytic converters and resonators removed. Car to be legally able to run at 92db at 100 feet.

m) Electrical:

- (1) ~~For any issues with wiring harnesses on the 2005-2006 cars, consult with Dean Martin of Rehagen Racing to obtain an allowed update to the wiring.~~ *Stock wiring recommended but removal of unused wiring is allowed.*

n) Aero package:

- (1) All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009
- (2) Splitter, two options allowed:
 - (a) Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
 - (b) Front fascia that includes integrated splitter: Steeda part PN 555-0500
- (3) Miller Cup Mustang carbon fiber splitter grandfathered *on Original Miller cars*

o) Wheels/Tires:

- (1) Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
- (2) Wheels for practice and rain conditions are free; they must all be the same size.
- (3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~ SMG cars competing in Touring Category may run any tire that meets 9.3.454 and that meets the size specified by the SMG rules (*max tire size 295, aspect ratio open*). *SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when*

running as a regional only SMG class.

- (4) 0.5" hub-centric wheel spacers are an allowed option in front only.

p) Graphic Requirements:

- (1) All Spec Mustang must have SCCA Club Racing decals on each side and front *per GCR, SMG Class stickers and numbers per GCR.*
- (2) ~~Mandatory stickers on sides of car: (a) Hooked On Driving~~
~~(b) Cortex Racing~~
~~(c) Jongbloed Wheels~~
~~(d) Competitors who wish to be eligible for the On Edge Performance L.L.C. contingency must display a total of three 'BF Goodrich' & 'On Edge Performance' decals in the following positions: one on each front fender and one on the front bumper.~~ *Other graphic requirements are based on annual sponsors, to be distributed accordingly.*

q) Allowed options:

- (1) Tiger racing vented, fiberglass hood
- (2) AIM dash/transponder system
- (3) Oil Cooler - Derafe PN 52508 *or equivalent*

T2-T4

1. #20863 (January Fastrack - Rob Hines) Please Allow Touring Cars to Bump Up to a Higher Class

The CRB recommends this rule change become effective **3/1/2017**.

Add to 9.1.9.2.:

9.1.9.2 TOURING (T2-T4) CATEGORY

These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car, with the exception of the following items. **TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT.** In the case of the foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number. These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.

Recommended Items for 2018

The below item was approved by the Board of Directions at the Convention in January.

GCR

1. #20215 (January Fastrack - Todd Butler) Class Management Changes and 2.5 Rule Elimination

This letter published in the December 2016 Fastrack Minutes has been revised below per the December 2016 Board of Directors Meeting.

~~3.7.3.4.A~~ Invitations to the SCCA Runoffs – Changes Effective ~~4/4/17~~ **1/1/18**

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in *invited* ~~each~~ Runoffs-eligible class based on the following minimum qualifications:

~~3.7.3.4.C~~ Invited Runoffs Classes – Changes Effective ~~4/4/17~~ **1/1/18**

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

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3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

9.1.13 Runoffs-Eligible Class Participation Requirements (*changes effective 1/1/18*)

Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:

A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)

B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.

C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.

D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.

~~A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.~~

~~D. Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this~~

~~section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.~~

~~Note 1: For the purposes of this section, the term "entries" is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did not finish (DNF), did not start (DNS), or disqualified (DQ).~~

~~Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.~~