

## BOARD OF DIRECTORS

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

The Board of Directors met at the South Point Hotel in Las Vegas January 18 & 19, 2017.

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

Area director KJ Christopher, Treasurer was unable to participate.

Guests in attendance: National Staff Aimee Thoennes, Eric Prill, Deanna Flanagan, Mindi Pfannenstiel. Robey Clark, President of SCCA Enterprises and his advisory board: Wade White, Tray Ayres, Jerry Wannarka, Gary Pitts. Dave Hardy, Mike Collins, President of SCCA Pro Racing, Jim Rogaski, Chairman of Stewards, John Zuccarelli, SCCA Foundation Board Chairman and Jeff Jacobs, Board member. Steve Hyatt, RallyCross Board Chairman, Club Racing Board Chairman, Jim Wheeler.

The meeting was called to order by Vice Chairman Helman.

Consent Agenda was reviewed including December 2016 minute approval, liaison, committee and staff reports.

MOTION: To approve consent agenda. Pulliam/Burrows. PASSED.

Jennie Boden and Michael Daigneault, Quantum Governance provided an overview of the governance assessment. Comparatively speaking, numbers were up which is atypical during a President/CEO transition. Elected boards have an obligation to responsibly and effectively influence the organization. In addition, there are three legal responsibilities of board members: duty of care, duty of loyalty and duty of obedience. Duty of care is reflected in the member's participation and engagement and obligation to act as a reasonable board member. Duty of loyalty is reflected in loyalty to the mission of the organization. Duty of obedience is to the internal and external laws pertinent to the organization.

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>1</b>
<b>SOLO</b>	<b>9</b>
SEB Minutes	9
<b>CLUB RACING</b>	<b>17</b>
CRB Minutes	17
Technical Bulletin	27
Court of Appeals	NONE
Divisional Time Trials Comm.	44
<b>RALLY</b>	<b>45</b>
RallyCross	45
Road Rally	50
<b>LINKS</b>	<b>57</b>

### **Solo Sanction and Insurance**

Dave Hardy presentation seeking assistance relative to insurance pricing and/or sanction pricing for Regional Solo events.

### **Member Appeal Las Vegas Region**

MOTION: To uphold the suspensions of the two members as set forth by Las Vegas Region. Merideth/Coleman. PASSED.

### **SCCA Enterprises**

Robey Clark, President of SCCA Enterprises met with the board and introduced the SCCA Enterprises Advisory board: Wade White, Tray Ayres, Jerry Wannarka and Gary Pitts. Recognizing the importance of the CSR's to the business, Clark is having monthly conference calls and developing plans for support and growth.

### **SCCA Pro Racing**

Mike Collins, President of SCCA Pro Racing met with the Board and reviewed some strategic opportunities for SCCA Pro Racing in 2017.

### **Executive Stewards**

Jim Rogaski, Chairman of the Executive Stewards met with the Board. Rogaski emphasized his desire to reinstitute jumbo region calls and led discussion over improved processes and opportunities as well as the need for ongoing education and a quarterly electronic newsletter.

### **SCCA Foundation**

John Zuccarelli and Jeff Jacobs of the SCCA Foundation Board discussed the fundraising raffle for 2016 and 2017. Efforts towards promoting the archives and continued fundraising efforts.

### **Finance Report**

Mindi Pfannenstiel presented preliminary Year End reporting for SCCA, Inc and its entities.

### **RX**

Steve Hyatt, Chairman of the RallyCross Board a request for funding to the Board for approval.

MOTION: To approve the RX Marketing proposal for 2017 budget addendum in the amount of \$26,500 per the proposal submitted by Hyatt. JB/CD. PASSED.

### **CRB**

The Board met with the full Club Racing Board and discussed recommended rule changes and the purpose of the Runoffs.

MOTION: To approve CRB Recommended Items as shown in Appendix A. Lindstrand/Coleman. PASSED.

MOTION: Approval of SCCA Pro classes for consideration Davis/Lindstrand. FAILED.

MOTION: Effective next Fastrack. To allow for a driver in the following classes to replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA. This replaces participation but not the Majors starts requirement. PASSED 11-0. Christopher & Davis absent.

- GT1- TA
- GT2- TA2 or TA3
- T1 - TA3 or TA4
- T2 - TA4
- FA - F4

MOTION: To approve Item #20704 F500 as shown below. PASSED 11-0. Christopher and Davis absent.

### **F500**

1. #20704 (January Fastrack - 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**.

Change 9.1.1.D.9.: 9. 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. *Neither the lower surface of the nose of the car, as defined by and from the downward and rearward turn of the leading surface of the nose from the vertical plane, nor the lower surface of the car extending to the floor of the car at the front axles (as shown in the illustrative drawing) is permitted to turn upward after it reaches the plane of their lowest point.*

MOTION: To approve the language changes in RoadRally Rule Book Article 13C4 for 2017. Dowie/Hurlbut. PASSED 7-4. Absent: Lindstrand & Pulliam.

## **ARTICLE 13 VEHICLE INSPECTION**

### **C) Minimum Inspection Requirements**

**42)** The organizers shall **encourage** insure that an SCCA **RoadRally** sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle **on National rallies**, and that any commercial advertising is in good taste.

MOTION: To approve GCR Rule Change to read as follows: 9.1.8.A. 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. Hill/Helman. PASSED 12-0.

MOTION: To adjourn. PASSED 12-0. Christopher absent.

## APPENDIX A: APPROVED CLUB RACING RECOMMENDED ITEMS

### 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 SMG rules for 2017. The changes are listed in the February 2017 Master REC file. The CRB recommends this rule change become effective **3/1/17**.

## **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 following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these rule changes will**

become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

## 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 ~~4/1/17~~ **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 ~~4/1/17~~ **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.

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.~~

### SOLO EVENTS BOARD | January 25

The Solo Events Board met by conference call January 25th. Attending were SEB members Mike Simanyi, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2018**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Member Advisories

#### General

##### #21385 Protest Notification

The intent of the SEB in proposing this change (see item #21025 in the [January FasTrack](#)) is to clarify and assign responsibility for communications to notify affected class competitors after a protest has been accepted. Previously these responsibilities were assigned to the Chief Steward, Chief of Protest, or other Event Official. By this proposal, if the affected class is currently running the Chief of Protest will inform the Announcer, such that the Announcer may notify the class competitors by public address. Alternatively, if the affected class is in Impound, the Chief of Protest will notify the Impound Chief or Grid Chief, such that they may notify the class competitors prior to release from Impound.

#### Street

##### #18978 Street Class Endlink Clarification

As per 13.7.C relocating the endlink attachment point to the suspension is allowed as long as it is done by drilling a hole, or attaching it to the strut, which is permitted per 13.5.

##### #21211 Re: standard part change proposal

The changes to the standard part definition do expand what is considered a factory option on many cars, however dealer options and accessories like turbo and supercharger kits and ECU re-flashes are still not included in the definition.

##### #21276 Allowing Stub Antennas

The SAC believes stub antennas fall under the comfort and convenience allowance (see SR 13.2.A).

##### #21520 Advisory Committee Personnel

The SEB thanks Charlie Davis for his service as a SAC member.

#### Street Touring

##### #19743 Air Oil Separators in ST

Members are advised that when installing air oil separators, (commonly referred to as "catch cans") as permitted by the inherited allowance of Street rules section 13.10.E, the original functionality of the PCV and other emissions components must be preserved. While Street Touring rules section 14.10.C permits modification to the standard intake system, it also maintains the requirement to retain standard emissions components (such as PCV valves) and their function along the induction flow path.

## #21137 Accessory components in street touring - STP class

Current rules specifically allow for addition or substitution of factory wings and spoilers when available from the OE manufacturer.

### Street Modified

#### #20986 Application to the SMAC

The SEB has approved the addition of Bob Day to the SMAC.

#### #21010 Street Modified Advisory Committee Application

The SEB has approved the addition of Jason Merritt to the SMAC.

### Modified

#### #21248 Committee Personnel: AM

The MAC is seeking a committee member with experience in AM. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Change Proposals

#### General

##### #21399 I.2.2

The following rule change proposal is provided for member review and comment:

Change I.2.2 as follows:

*“2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ Members of the SEB may not serve on the National Championship Protest Committee.”*

#### Street

##### #21277 Allowing Skip Shift Defeat Devices

Per the SAC and SEB, the following rule change proposal is provided for member review and comment.

Add new 13.9.H as follows:

*“13.9.H On cars equipped with computer aided gear selection or “skip-shift” features from the manufacturer, modifications to defeat skip-shift are permitted and may serve no other purpose.”*

#### Prepared

##### #20024 Wheel width allowance change for D/E/F Prepared

The PAC is requesting member feedback on changing the weight penalty for wheels over 10” wide in Prepared. Lower preparation-level categories commonly use wider than 10” wheels, and this change is intended to encourage progression from those to Prepared without take backs. Also, C Prepared has done away with wheel weight penalties.

17.4.G For classes DP, EP, and FP, wheels up to 10” wide are allowed with no weight increase. ~~Wheels greater than 10” wide will receive a 100-lb. increase.~~ *Wheels greater than 10” wide up to 11” wide will receive a 50lbs increase. Wheels greater than 11” wide up to 12” wide will receive a 100lbs.*

Please note that the example in Appendix A for F Prepared would update to:

## F Prepared

### Weight Calculation Example

Subaru WRX STI (2.5 L) with 11" wheel width

Actual displacement (before overbore): 2457 cc

The formula would be: 0.750 (piston engine) + 0.450 (forced induction) + 0.100 (AWD) = 1.3 (total weight factor).

Calculated weight:  $1.3 \times 2457 = 3195$  lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + ~~400~~ 50 lbs. (wheel width over 10" to 11" weight adjustment) = ~~2800~~ 2750 lbs. (total competition weight)

### #20239 Manufacturer Engine Swaps within Prepared

The PAC would like feedback from the membership on the following proposal for changes to Section 17, to be added as a new 17.10.S. The intent of this proposal is to allow older Prepared cars to use alternate engines since original manufacturer and aftermarket drivetrain parts are getting harder to source. Please note the following points regarding this proposal:

- 1) This applies to D, E, and F Prepared. X Prepared and C Prepared will continue to use their existing Appendix A engine allowances.
- 2) The proposal increases the minimum weight cap for E Prepared from 2200lbs to 2400lbs.

*17.10.S Alternate Engine allowance: Prepared vehicles may make uses of alternate engines from what was originally delivered, within the constraints below. Excluded from the use of alternate engines are the following:*

- *forced-induction engines*
- *rotary engines*
- *hybrid engines and drivetrains*
- *motorcycle, snowmobile, marine, or other engines of non-automotive design*
- *Prepared Limited Preparation Vehicles*

#### *Limitations:*

1. *Alternate engines are to be from the same make as that of the vehicle. The engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered only in non-US markets, unless listed in Appendix A.*
2. *Vehicles from manufacturers that no longer exist may use any motor available from associated corporate brands (e.g. any GM in a Pontiac, any Ford in a Mercury), or the following listing:*
  - a) *British makes may use Ford motors including Mazda*
  - b) *Italian makes may use Fiat Chrysler motors*
3. *Alternate engines are to retain the same piston count as that of the vehicle's original engine. Models classed with multiple piston count configurations which are listed on the same line in Appendix A may use any piston count that matches one of the same-line listed models.*
4. *Alternate engines must keep same type of cooling as original. Examples: Air-cooled stays air-cooled and water-cooled stays water-cooled.*
5. *Alternate-engine-based vehicle minimum weights will be calculated using the actual displacement of the installed engine.*

6. *Alternate engines may make use of allowances found in 17.10*

7. *Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the position of the standard parts. Vertical position of the longitudinal axis of the centerline of the crankshaft must not be lower than that of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft no lower than that of the standard part, and no closer to the fore-aft center of the vehicle than the position of the standard part.*

8. *The engine orientation must not be changed (i.e., transverse stays transverse, longitudinal stays longitudinal).*

9. *The engine bay location must not be changed (i.e., front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).*

#20319 Same line 350Z and 370Z

The PAC feels that combining the 350Z and 370Z to one line in Appendix A does not cause a competitive imbalance in F Prepared. This allows using motor components from the 350Z to the 370Z motor and vice versa.

The proposed listing in Appendix A would be as follows:

FP

Nissan & Datsun

*350Z (2003-2008)/370Z (2009-17)*

#21088 Please remove Isuzu Sports Coupe from EP appendix A.

The PAC believes that the Isuzu Sport Coupe item, currently listed in EP, is referencing the Isuzu 117 Coupe. As this is a rear wheel drive vehicle, it needs to be removed from EP. In order to correct an oversight from the DP/EP/GP reorganization, the Isuzu Sport Coupe is recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Isuzu

~~Sports Coupe~~

## **Other Items Reviewed**

### **General**

#21369 Transparency & Clarity for Fastrack Letter Responses

Thank you for your input. The SEB will be making efforts to improve this type of communication.

### **Street**

#21149 SSR Updates

Thank you for your input regarding the proposed SSR wheel diameter change.

#21159 Support for Item 20099

Thank you for your input regarding the proposed changes to SSR.

#21200, 21203 Taurus SHO, Item #20567, Item 19608 - Withdrawal of proposal

Thank you for your input regarding the classing of the Taurus. Please see item #20567 in the [January FasTrack](#).

#21208 Re: update to 12 month rule

Thank you for your input.

#21209 quick follow up on #20575 and possibly #20580

Thank you for your input regarding the 987/986 Boxster moves. The SAC will continue to monitor the performance balance between BS and CS.

## **Not Recommended**

### **Street**

#21089 2017 Audi TT RS Classing Request, (20531)

Thank you for your input. The SAC believes the Audi TT-S and 2012-13 TT-RS are appropriately classed. The SAC will class the 2017 TT-RS when it becomes available.

#21120 Steering wheel rule change

Thank you for your input. The SAC does not believe changing airbag steering wheels is consistent with the philosophy of the category.

#21133 (2014 - 2016) Base 981 Porsche Cayman to BS

Thank you for your input. This car is believed to be outside the performance parameters of BS.

#21304 The Corvette C5 conundrum

Thank you for your input regarding merging the base and Z06 C5 Corvette classing, and sport sedan competitiveness in BS. The SAC will continue to monitor the performance balance in BS.

### **Street Touring**

#18965 Transmission Software Tune

The STAC does not believe electronic tuning of other driveline or chassis control modules would be advisable in Street Touring. Thank you for your input.

#20793 Move NA/NB Miata from STR to STX

Thank you for your input. Moving these MX-5's to STX is not believed to be beneficial to the category at this time.

#20919 Clear and fair boost regulation for ST\*

The SEB believes your suggested proposal would further complicate the issue, with limited benefit.

#21093 Rule 14.2.D

Thank you for your input. The SEB is evaluating the current steering wheel allowances in ST.

#21287 Please Classify 1993-1995 Mazda RX-7

At this time the STAC does not feel that classing the 93-95 Mazda RX-7 would be beneficial to any Street Touring class currently available, as it exceeds the performance capabilities of those classes. Thank you for your input.

### **Street Modified**

## #19394 APR Mirrors

At this time the SMAC feels that the rule is sufficient as written. Thank you for your input.

## #20931 #19531 JDM fix

Thank you for your input. The SMAC continues to think the allowance of JDM cars in competition introduces too many variables.

## Handled Elsewhere

### Street

#### #21124 2017 Porsche 718 Cayman and Boxster

Thank you for your input. Please see the response to letter #20581 in the [January FasTrack](#).

### Street Touring

#### #21226 Request a rule change

Please see letter # 18965 in the current Fastrack.

## Tech Bulletins

### Street

#### #21079 Cayman GTS to follow Cayman S to AS

Thank you for pointing out this Error in the draft Solo Rules. The 981 chassis Boxster S and Cayman S, including the GTS, will remain in SS for 2017. Appendix A, listings for SS and AS have been corrected in the Jan. 2017 publication of the Solo Rules to read:

#### Super Street Class (SS)

##### Porsche

- Boxster GTS (2015-16)
- Boxster S (981 chassis) (2013-16)
- Cayman GTS (2015-16)
- Cayman R (2012)
- Cayman S (981 chassis) (2013-16)

#### A Street class (AS)

##### Porsche

- Boxster (non-GTS, non-S, non-Spyder) (2013-16)
- Boxster S (987 chassis) (2009-12)
- Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)
- Cayman S (987 chassis) (2009-12)

#### #21127 Decision on GM Performance Lowering Kit & Big Brakes for Camaros

Per the SAC, clarify the following listings in Appendix A:

#### DS

##### Chevrolet

- Camaro LT 2.0 Turbo (2016-2017) (excluding GM Performance lowering kit and

6 piston Brembo brake kit)

FS

Chevrolet

Camaro LT V6 (2016-2017) (~~excluding GM Performance lowering kit and 6 piston Brembo brake kit~~)

#21312 2017 Lotus Classing

Thank you for pointing out this error in the draft rule book on the SCCA website. The proposal #20242 (see the November Fastrack) to move the forced induction Elise and Exige into SS for 2018 is published for member comment. For 2017, these forced induction models will remain on the exclusion list and the naturally aspirated Elise will remain classed in SS.

The 2017 Appendix A, Super Street listing for Lotus chassis is corrected accordingly:

SS

Lotus

Elise (non-SC) (2005-11)

~~Elise SC (2008-11)~~

Evora S (2011-15)

Exige (non-supercharged) (2006)

~~Exige S & S/C (2006-11)~~

#21447 2017 BRZ & 86 classification

Per the SAC, please add the following listings to Appendix A:

CS

Subaru

*BRZ (inc Performance Pack) (2017)*

Toyota

*GT86 (inc TRD lowering springs, TRD swaybar kit, manufacturer installed TRD 17" wheel) (2017)*

This response also applies to and incorporates input provided by letters #21412, #21435, #21364, #21458. The SAC does not want to obsolete the "Twins" recently moved to DS, and believes that the improved gearing and power in the new cars should be competitive with the ND Miata.

## Street Touring

#19986 MK7 Golf R classing

Errors and Omissions: Upon reviewing the classing in STX, the STAC has determined that the 2015-17 Volkswagen Golf R (MK7) was not intended to be classed with the 2013-14 Volkswagen Golf R in that class. The following new listing corrects that oversight:

STU

Volkswagen

Golf R (MK7) 2015-17

#20606 Mercedes-Benz SLK 230 Kompressor in ST?

Per the STAC, the following listing is added to Street Touring in Appendix A

STR

Mercedes Benz

SLK 230K (1996-04)

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 7, 2017

The Club Racing Board met by teleconference on February 7, 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: Bruce Lindstrand, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### **Member Advisory**

#### **AS**

1. #21300 (American Sedan Committee) Cold Air Intake for 93-02 Restricted Preparation Camaro/Firebird

The CRB/ASAC is expanding the Cold Air Intake adjustment specified in letter #20416. Research indicates that SLP components are becoming challenging to obtain. Also, no SLP unit is available for 1993 models.

Please see the responses to letters #21104 (98-02 cars) and 21131 (93-97 cars), both in the Technical Bulletin.

#### **SM**

1. #21363 (Club Racing Board) SM Front Subframe Reinforcement

The CRB provides this information for the benefit of the SM community. To improve the reliability of the SM subframe (K member), Mazda is creating a reinforcement plate for the subframe. Upon availability, the part number and implementation date will be provided to the SM community.

### **No Action Required**

#### **AS**

1. #21160 (Ted Warning) Cancel TB 17 -01 ASedan Weight Reductions

Thank you for your feedback.

#### **FA**

1. #21234 (Fred Bross) Fire System

Thank you for your letter. It is the responsibility of the competitor to present a car that meets SCCA safety requirements.

#### **FB**

1. #21284 (Gary Slahor) FB Update - February 2017 Prelims

Thank you for your letter. The CRB appreciates your comments.

#### **GCR**

1. #21397 (Club Racing Board) 4.5.2. Photo ID

Thank you for your letter. The current rule calls for an SCCA photo ID, only. Most regions and most of our registration people have a way to issue a photo ID at the track, but this is not universal. It is up to the member to provide the photo (this is an identification head shot). Send it by mail to member services or email it to: [membership@scca.com](mailto:membership@scca.com)

## **GT2**

1. #21152 (Brian Haupt) Tire Rule Change

Thank you for your letter. Tires are free in GT2. Advisory Note: GTA cars that are legal for GT2 are those classified as TA2 prepared to 2012 TA2 rules.

## **IT**

1. #21301 (Scott Hargrove) Request Competition Approval for Electric 3 Wheeled Car

Thank you for your request. Please review the safety and construction requirements in the GCR, Section 9. After your car is built, you can apply for potential classification.

## **T1**

1. #15893 (Club Racing Board) C7 Corvette Suspension Kit and Transmission Cooler Kit

Thank you for your letter. These items are legal for T1 Limited Prep.

2. #19198 (Touring Committee) Cadillac XLR

Thank you for your letter. This car is currently classified in T1.

3. #21278 (Darin Ellis) Unrestricted Battery Placement

Thank you for your letter. T1 batteries are free and may be mounted anywhere.

4. #21279 (Darin Ellis) Battery Placement

Thank you for your letter. T1 batteries are free and may be mounted anywhere.

## **T2**

1. #21236 (Ron Randolph) Power Steering Pump

Thank you for your letter. Per 9.1.9.2.1.i.4, any power steering cooler(s) is permitted.

## **T2-T4**

1. #21253 (David Mead) Clarify Sunroof Replacement

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

## **Not Recommended**

### **F500**

1. #21415 (Eric McRee) Request for Competition Adjustment on 4-cycle Engines

Thank you for your letter. The CRB does not recommend this change but will continue to monitor performance of the different engine packages in F5.

2. #21416 (Eric McRee) Request for Competition Adjustment on 2-Cycle Engines

Thank you for your letter.

## **FA**

1. #20545 (Jay Novak) Restrictor Size for Mazda 2.3 L Engine in FA

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

2. #21413 (Randall Smart) Dallara Formule Masters Classification

Thank you for your letter and interest in running cars in SCCA Club Racing. Unfortunately the

Dallara Formula Masters car is not suitable for the FA class. It may be run in the regional only FS class. Please work with the National Office to qualify the car for the FS class.

## **FE**

1. #21297 (Cameron Conover) Please Strike Rule 9.1.1.14.e Telemetry Prohibition  
Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class.

## **FF**

1. #21275 (Bill Manofsky) How to Revive Formula Ford  
Thank you for your letter. The CRB does not recommend these changes.

## **P1**

1. #21354 (Jim Locke) Elan DP02 Competitive Adjustment  
Thank you for your letter. The CRB does not recommend this change.

## **GCR**

1. #21293 (Rick Haynes) Cage Exception for Production Based Cars  
Thank you for your letter.

2. #21298 (Cameron Conover) Please Strike ESR Rule 9.1.8.14.e Telemetry Prohibition  
Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class.

## **GT1**

1. #20562 (Thomas Best) Engine Specification Change Request for AMC Cars in GT1  
Thank you for your letter. The Mopar R5P7 is the current engine that is allowed in GT1.

## **GT2**

1. #21281 (Amir Haleem) Turbo Engines in GT2/ST - Follow Up To #21033  
Thank you for your letter. Please submit a specific request. Turbochargers are being considered for GT.

## **GT3**

1. #21280 (Michael Heintzman) Comment on Letter #20720  
Thank you for your question. The CRB will monitor performance in the class and may consider engine sizes close to 1800 cc on a case by case basis.

## **ITA**

1. #18688 (Charles Tanck) Reduction of Weight for Dodge Neon ACR  
Thank you for your letter. The CRB does not recommend this change at this time.

## **ST**

1. #21339 (Austin Hilliard) Opening in Headlight Panel vs. Opening in Driving Light Panel  
Thank you for your letter. The change in 2010 to allow alternate headlights and/or covers (Letter #3316, January 2011 Fastrack Minutes) was intended solely to allow lower-cost replacements to expensive OEM headlight assemblies. It was never intended to allow for

additional ducting of air and the CRB does not wish to change that at this time.

## **STL**

1. #20282 (Adam Jabaay) Consider Allowing Japanese Right Hand Drive Acura Integra  
Thank you for your request. Right hand drive cars were not sold in the U. S. and therefore, they are not compliant in ST.

## **STU**

1. #20372 (Eric Thompson) Knuckle, Hub, Bearing, CV Failure  
Thank you for your letter. The CRB does not recommend these changes.

2. #21164 (Paul Stephan) Possible Allowance for Permanent Steel Fender Flares  
Thank you for your letter. Add-on fender flares are not within the philosophy of ST. The CRB does not wish to change that at this time.

3. #21165 (Brad McCall) Eliminate Fuel Specs from STU  
Thank you for your letter. Allowed fuels and fuel testing procedures are governed by GCR 9.3.25, not by the Super Touring Category Specifications. The CRB does not wish to change 9.3.25 or ST at this time.

4. #21334 (Juan Catala) Dashboard Replacement  
Thank you for your letter. Super Touring regulations explicitly require "Stock dash/instrument panel cover (dash pad) must be used." The CRB does not wish to change that at this time.

## **T1**

1. #15948 (David Stchur) Update to Corvette T1 Submission from GM  
Thank you for your letter. These parts are legal in T1 Full Prep. They do not fit in T1 Limited Prep.

2. #16254 (David Stchur) T1 Open C7 Corvette Request  
Thank you for your letter. These parts are legal in T1 Full Prep. They do not fit in T1 Limited Prep.

3. #17322 (Derek Zalewski) C7 Corvette Re-Submittal for T1-LP Class  
Thank you for your letter. This kit is legal in T1 Full Prep. It does not fit in T1 Limited Prep.

4. #19838 (David Mead) Add Ford Racing 5.0 Aluminator XS Crate Engine to Mustang/Tbird  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

5. #20157 (Dave Janse) Dodge Viper ACR Classification  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

6. #20710 (Scotty B White) Adjustment Based Solely on Runoffs?  
Thank you for your letter. Changes have been made in T1. The CRB will continue to monitor the class.

## **T2**

1. #21237 (Ron Randolph) Headlight Removal T-2 Porsche Cayman

Thank you for your letter. This is against class philosophy.

2. #21291 (James Rogerson) Rain Tire Sizes

Thank you for your letter. The CRB does not recommend this change at this time. Other competitors have determined ways to mount 275 tires on wheels that fit the car.

3. #21314 (Lothar Kremer) Change Porsche Cayman S Weight

Thank you for your letter. This is not recommended at this time. The CRB will continue to monitor the class and recent changes.

4. #21347 (Richard Kulach) Part Number Correction Nissan 370Z

Thank you for your letter. Both part numbers are legal in T2.

5. #21357 (Paul Gauzens) Member Input RE: Letter #21108 SMG Rules for 2017

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

### **T2-T4**

1. #21272 (Darren Seltzer) Increase Camber Allowance to Reduce Tire Costs Due to Degradation

Thank you for your letter. The CRB conducted research in 2015 to standardize a camber limit that all Touring cars could achieve. The limits were set, and the CRB does not recommend changing these limits beyond the current rule, as some cars would not be able to take advantage without additional allowed parts and expense.

2. #21327 (Richard Kulach) Rule Update for T2 370Z and T3 350/ 370Z

Thank you for your letter. Please submit specific changes and part numbers so that the CRB can update the specification lines to reflect current information from Nissan.

### **T3**

1. #20995 (Mike James) Cage Specifications

Thank you for your letter. All roll cages must meet the requirements outlined in Section 9 of the GCR.

2. #21340 (Todd Lamb) Re-Classify GMX-5/SPB

Thank you for your letter. The CRB will continue to monitor the class and does not have plans to make this change at this time.

### **T4**

1. #21198 (Darren Seltzer) Limit or Reduce Fuel Octane Allowable to Help Limit Costs

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

2. #21261 (Kevin Koelemeyer) RX8 in T4 and MX-5 in T3

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

3. #21262 (Kevin Koelemeyer) FRS / BRZ

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

4. #21263 (Kevin Koelemeyer) MX5, FR-S, RX-8

Thank you for your letter. Recent adjustments were made to cars in T4. The CRB will continue to monitor these changes before making any more recommended adjustments.

### **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).

#### **SRF**

1. #21358 (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 (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 (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+

## **Taken Care Of**

### **B-Spec**

1. #20942 (John Welch) Allow K&N Air Filter System for the Mazda 2

Thank you for your request. Please see the response to letter #21191, Technical Bulletin.

### **F500**

1. #19643 (Mark Yakich) 2017 Published F5 Rules

Thank you for your letter. Please see the response to letter #21442, Technical Bulletin, and also letter #20704, January Fastrack Minutes.

2. #19728 (H Cory McLeod) Proposed F500 Rule Changes - Correct Errors

Thank you for your letter. Please see the response to letter #21442 Technical Bulletin.

3. #21087 (Wiley McMahan) Letter #19530: Change 9.1.1.D.9

Thank you for your letter. Revised bodywork rules for F5 have been published in the January 2017 GCR. Additional rule changes can be found in letter #20704 (revised wording), Technical Bulletin.

### **FA**

1. #21455 (Randall Smart) FIA Homologation Certification for the Dallara F007 Chassis

Thank you for your letter. Please see the response to your other letter #21413.

### **P2**

1. #20837 (Armen Megregian) RE: Letter # 20387

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

2. #20898 (Eric McCoy) Honda K20 Engine 4 Cylinder 2000cc Approved Engine Spec Line E

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

3. #20962 (Armen Megregian) Reference Letters 20387 and 20837

Thank you for your letter. See the response to letter #20387, Technical Bulletin.

4. #21370 (Bill Wise) Zetec Engine Inclusion in P2

Thank you for your letter. Please see the response to letter #20387, Technical Bulletin, where engine changes are being made to the P2 Engine Table., Spec Line E.

5. #21391 (Jeff Shafer) P2 Engine Table B.5

Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

6. #21393 (Stan Clayton) Request Alternate Weight/Restrictor for P2 Spec Line B.5. Cars  
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

7. #21404 (Tim Day, Jr.) Change to Spec line B.5. (1355cc) Minimum Weight of 1210 lbs.  
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

8. #21409 (Jason Hohmann) Safety Concern to Weight Rule Effective 4/1/17  
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

9. #21411 (Richard Cottrill) Weight Increase  
Thank you for your letter. Please see the response to letter #21428, Technical Bulletin.

## **GCR**

1. #21273 (Matt Slavens) Spec E46 Rules Update  
Thank you for your letter. Please see the response to letter #21258, Technical Bulletin.

## **GT2**

1. #21157 (Jack Lewis) Porsche 997.2 Eligibility  
Thank you for your letter. Please see response to letter #20645, Technical Bulletin.

## **HP**

1. #21162 (Gordon Jones) Competition Adjustment  
Thank you for your letter. Please see the response to letter #20229, January 2017 Fastrack  
Technical Bulletin.

## **Prod**

1. #21259 (Mike Ogren) Valve Stem Size Spec Please  
Thank you for your letter. Please see the response to letter #20229, January 2017 Fastrack  
Technical Bulletin.

## **STL**

1. #20265 (Owen Schefer) RX8 STL Considerations  
Thank you for your letter. Please see the response to letter #20249.

2. #21359 (Alan Cross) Mazda RX-8 Competition Adjustment  
Thank you for your letter. Please see the response to letter #21303, Technical Bulletin.

## **T1**

1. #19259 (Michael Pettiford) C6 Corvette Adjustments  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

2. #19449 (Michael Pettiford) Corvette Adjustments  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

3. #19549 (Robert Korzen) Level of Class Competition Being Equal  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

4. #19551 (Michael Pettiford) 4th Letter With No Response  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

5. #19676 (Dave Janse) Further Adjustments to T1 Rules  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

6. #20844 (Joe Aquilante) Parity in T1  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

7. #20902 (David Mead) Ford Mustang/Cobra Jet Engine: Allow 65mm TB/No Restriction  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

8. #21145 (CJ Moses) T1-LP 03-06 Viper Weight and Restrictors  
Thank you for your letter. Please see the response to letter #21348, Technical Bulletin.

## **T2**

1. #18966 (Derek Zalewski) Re-Submittal - T2 Class Submission 2016 Cadillac ATS-V  
Thank you for your letter. Please see the response to letter #18666, Technical Bulletin.

2. #21283 (Darrell Anderson) Lack of HP - Mustang  
Thank you for your letter. Recent changes have been made to T2 for 2017. The CRB will continue to monitor the class and these changes.

3. #21402 (Derek Kulach) Crank Pulley  
Thank you for your letter. Please see the response to letter #21401, Technical Bulletin.

## **T2-T4**

1. #21206 (Dan Wiegandt) Adjustable Shocks  
Thank you for your letter. Please see the response to letter #20561, January 2017 Fastrack Technical Bulletin.

2. #21305 (David Mead) Allow 2016+ Miata Hardtop  
Thank you for your letter. The current GCR (with changes from December 2016) allows for alternate hardtops in both specification lines for 2016 Miatas.

## **T3**

1. #20465 (Carl Coscia) T3 Weight Limit for E36 M3  
Thank you for your letter. Please see the response to letter #20443, Technical Bulletin.

## **T4**

1. #21155 (Felix Borodaty) T-4 Shock Feedback  
Thank you for your letter. Please see the response to letter #20561, February 2017 Fastrack Technical Bulletin.

2. #21156 (Mark Nichols) Mazda Miata 2006-2015 Hard Top Options  
Thank you for your letter. Please see the response to letter #21113, January 2017 Technical Bulletin.

3. #21349 (Oscar Jackson) 2017 Toyota 86/Subaru BRZ Classification  
Thank you for your letter. Please see the response to letter #20514, Technical Bulletin.

### **What Do You Think**

#### **T1**

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP

The Touring Advisory Committee has been asked to consider allowing engine swaps in T1-LP. Some of the engines used are becoming difficult to obtain. Please write in with your thoughts on allowing this for 2018 through crbscca.com.

### **RESUMES**

1. #21054 (Steve Strickland) Willing to Serve on the Improved Touring Committee

Thank you for your resume. Steve Strickland has been added to the Improved Touring Advisory Committee.

2. #21170 (Joe Harlan) Resume for GTAC

Thank you for your interest in joining the GTAC. At the moment, all needed positions are filled but the CRB keep your resume on file.

3. #21274 (Gerald Di Piero) Data Tech Resume

Thank you for your resume. SCCA staff will be contacting you.

4. #21367 (Mike W. Ogren) Prod Board Resume

Thank you for your resume. It will be kept on file for future consideration.

## TECH BULLETIN

DATE: February 20, 2017

NUMBER: TB 17-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2017 unless otherwise noted.

**NOTE:** This preliminary version of the Club Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about February 20.

### American Sedan

#### AS

1. #21104 (alan lesher) Cold Air Intake for Limited Prep. Gen. 4 Camaro & Firebird In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, make the following changes: "Max. wheel size: 17 x 9. Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake ((98-00), 7.43 mm; (01-02), 6.96 mm), Exhaust ((98-00), 7.43 mm, (01-02), 7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, (98-00), 202 degrees; (01-02), 197 degrees), (Exhaust, (98-00) 210 degrees; (01-02), 207 degrees)); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. Either camshaft may be used for any car in this specification line. Camshaft lift tolerance .076 mm. SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. ~~SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ ~~SLP cold air intake (SLP part number 21046 (98-00) and 21047 (00-02)) is permitted.~~ ***Any commercially available cold air intake, including SLP, that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake.*** All other parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."

2. #21131 (Lothar Kremer) 1993-1997 Camaro/Firebird SLP Cold - Air Intake In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder, add the following language to the notes: ***"Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake."***

3. #21322 (kevin fandozzi) AS Restricted Prep Rear Axle End Play In GCR section 9.1.6.D.3.c.2., add the following new sections:

***"g. C-clip eliminators are permitted."***

***"h. For any rear axle assembly, welding of the rear axle tubes is permitted."***

## B-Spec

1. #20941 (John Welch) Allow Corksport Rear Bar for Mazda 2

In B-SPEC, Chevrolet Sonic (2012), add the following language to the notes:

*“Allow rear sway bar ZZ Performance #ZZ-SNCRSB.”*

In B-SPEC, Ford Fiesta (4-dr) (11-12), add the following language to the notes:

*“Allow rear torque bar Corksport #Mz2-3-070.”*

In B SPEC, Honda Fit (09-12), add the following language to the notes:

*“Allow rear sway bar Progress # 62.1061.”*

In B-SPEC, Honda Fit (2015-), add the following language to the notes:

*“Allow rear sway bar Progress 62.1063.”*

In B-SPEC, Kia Rio 5-door/LX (12-14), add the following language to the notes:

*“Allow rear torque bar Evilla Motorsports #KR-B1.”*

In B-SPEC, Mazda 2 (11-14), add the following language to the notes:

*“Allow rear torque bar Corksport #Mz2-3-070.”*

In B-SPEC, Mini Cooper (07-10), add the following language to the notes:

*“Allow rear sway bar Progress #62.0210.”*

In B-SPEC, Mini Cooper (2011-), add the following language to the notes:

*“Allow rear sway bar Progress #62.0210.”*

2. #21187 (B-Spec Committee) Change Camber Rule

In GCR section 9.1.10.E.35., make the following changes:

“Maximum ~~2.5~~ **3.0** degrees negative chamber is allowed on front and rear suspensions.

Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-

to-spindle, *slotted strut mounting holes at the spindle*, and/or by use of slotted *camber only*

adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall

be located on existing chassis structure, utilizing the manufacturer’s original bolt holes and

may not serve as reinforcement for that structure. *Modifications to the strut tower may be made*

*to allow for camber adjustment only*. On other forms of suspension, camber adjustment may

be achieved by the use of shims and/or eccentric bolts (crash bolts).”

3. #21188 (B-Spec Committee) Front sway bar

In GCR section 9.1.10.E.36., make the following changes:

“Suspension: competitors must use the OEM suspension or the upgraded manufactures

suspension kit ~~in its entirety~~, with no modifications. *Any spring up to a maximum spring rate of*

*500 pounds may be used with the upgraded manufactures suspension kit*. Competitors must

use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar

end links may be used on all cars. *Front sway bars may be disconnected*. If a manufacture

does not offer an upgrade ~~shock and spring kit~~, a competitor may submit a shock and spring

package for approval by the CRB. At the time of approval, that kit will become the standard for

that make and model until the manufacture submits a factory supported kit.”

4. #21191 (B-Spec Committee) Speed the class up

In GCR section 9.1.10.E.27., add the following new section:

*“D. A vehicle may delete the catalytic converter if it is listed in the spec line.”*

In B SPEC, make the following changes to the notes:

Chevrolet Sonic (2012):

~~“33~~ **36** mm flat plate restrictor required. GM suspension kit #23123679 permitted.”

Ford Fiesta (4-dr) (11-12):

~~“36mm flat plate restrictor required.~~ Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. *Cold air intake K&N 69-3530TS is allowed.*”

Honda Fit (09-12):

~~“35mm flat plate restrictor required.~~ Damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring FR (325) 51401F23SA100, Spring RR (350) 52441F23SA300, Helper spring 52442FC4YA000, Spring spacer 52443FC4YA000, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed.”

Honda Fit (2015-):

~~“34~~ *34*mm flat plate restrictor required. Damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 51402FC4YA00, Spring spacer FR 51403FC4YA00, Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 01464F23SA810, Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80.”

Kia Reo 5-door/LX (2012-2014):

~~“37~~ *40* mm flat plate restrictor required. AKSJ03-10-001 Damper Frt Assembly; KSJ03-10-002 Spring \_Eibach 0600.0225.500; KSJ03-10-003 Spring Spacer ; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-002 Rear Spring Eibach 0600.0250.500; KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20-005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension”

Mazda 2 (11-14):

“Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-04-9350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 0000-04-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Mazda reflash part #0000-10-2001 allowed. *Cold air intake Corksport Mz2-6-117-31100 or Mz2-6-117-33100 is allowed. Exhaust Header Kit (cat delete) HP-M2/15 is allowed.*”

Mini Cooper (07-10):

~~“34mm flat plate restrictor required.~~ L/F Strutspring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”

Mini Cooper (2011-):

~~“34mm flat plate restrictor required.~~ L/F Strutspring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”

Toyota Yaris (07-12):

“PTR04-52061 TRD Sport shocks permitted. PTR11-52070 TRD spring kit permitted. Speed sensor may be disconnected. *Cold air intake K&N 69-8612TFK is allowed. Allow Bilstein kit*”

47-237834.”

## Formula/Sports Racing

### FF

1. #19705 (Bob Clark) 1600cc Kent Push Rods

In GCR section 9.1.1.B.12.i., add the following language:

“Pushrods

*Any pushrod made of a ferrous material may be used, provided that the minimum dimensions and weight are met.*

Minimum stem diameter: 0.25”

Overall length: 7.64” Minimum

Minimum weight: 50 grams”

### F500

1. #21146 (Brad Smith) F500 Spring Size Definition

In GCR section 9.1.1.D.3.C., make the following change:

“Blocks, bushings, and/or mounts of rubber or similar material shall be used to isolate engine and drive assemblies, and/or axles from vibration, shock, or track irregularities. The number of mounts shall not exceed one (1) per wheel and shall not exceed ~~one (1)~~ 1.0 inch in thickness in uncompressed state nor shall they be stacked. The diameter of the mounts shall not exceed two (2) times their thickness. The mounts shall carry the weight of the car. Installation will be evaluated on compliance with both the letter and the intent of this provision.”

2. #21442 (Formula/Sports Racing Committee) Corrections to Bodywork Rules

In GCR section 9.1.1.D.9.d., make the following changes:

~~“Lateral protrusions of the bottom of the nose or of the floor of the required sidepods, beyond the shape of the nose in front of the front tires and beyond the floor under the required sidepods, are allowed, provided that they do not extend, respectively, more than one inch beyond the shape of the nose or beyond the floor under the required sidepods, and provided that the overall length and width of the car conforms to the dimensions provided in these rules. (The areas between the rear of the front tires and the front of the sidepods, and between the front of the rear tires and the rear of the sidepods, are exempt from the one inch maximum, but any protrusions in those areas must not violate the minimum distance requirements between the sidepods and tires.)”~~

*“Along the outer edge of the required sidepods between the front and rear wheels, lateral protrusions of the bottom or floor of the sidepods are allowed, provided that they do not extend more than one inch beyond the floor under the required sidepods, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.”*

### FA

1. #21056 (kris kaiser) 016 vs 014 008 and Ralt

In FA, Table 1., Line A, change the weight as follows:

~~4200~~ 1175

In FA, Table 1., Line B., remove the restrictor as follows:

~~31-SIR~~ n/a

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

Wheels: *Pro Star Mazda specified series wheels (F) 9 (R) 11* or (F) 10 (R) 14 Min. & 15 Max.

Weight: See ~~Table 4~~ **1275**

## **P1**

1. #21326 (William Crowley) Input on P1 rules related to FIA CN class sport racing cars  
In P1, P1 Engine Table, Line J, make the following change in the Req'd Restrictor column:  
"None ~~R~~required ~~Effective 3/1/17: 30.5mm SIR~~ *with tube frame chassis; otherwise 30.5mm SIR effective 3/1/17*"

2. #21479 (Formula/Sports Racing Committee) Reinstate P1 Table 1, Spec Line D, and GCR Section 9.1.8.I

In P1, Table 1 (Spec Line Cars), reinstate Line D in its entirety as follows:

Table 1 (Spec Line Cars)

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (Unless otherwise noted restrictors are Flat Plate Intake Restrictors)
<i>D</i>	<i>Elan DP02</i>	<i>See 9.1.8.1</i>	<i>See 9.1.8.1</i>	<i>See 9.1.8.1</i>	<i>See 9.1.8.1</i>	<i>9.1.8.1 Except transmission gear ratios and tires are unrestricted.</i>	<i>See 9.1.8.1</i>

In GCR Section 9.1.8.I., Elan Van Diemen DP02 Sports Racer Classed in P1, remove the first sentence of the section as follows:

~~“Effective 3/1/2017, This ruleset will be removed from the rule book.”~~

## P2

1. #20211 (Michael Strasser) RENESIS 6 port- 4 port and change in P2 status

In P2 Engine Table, Line J, change the minimum weight as follows:

~~1400~~ **1350**

In P2 Engine Table, add a new Line K for Mazda Renesis engine as follows:

<i>K</i>	<i>Mazda Renesis</i>	<i>NA</i>	<i>NA</i>	<i>41.5mm Venturi</i>	<i>1350</i>	<i>6 port must block off top 2 ports and run as 4 port. Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.</i>
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2. #20387 (Armen Megregian) Approved Engine List Addition

In P2 Engine Table, Line E, make the following changes:

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width 70in-78.74in width	Min Weight (lbs)	Notes
E	4 cycle 4 cyl auto based	2000	4	40-5		1300	Approved engines list: MZR/ Duratec, <i>Honda K20, Ford Zetec</i> , Pinto. For Pinto see line E, note 2 below.
				42mm		1350	

3. #20716 (Armen Megregian) Input to Letter # 20548

In P2 Engine Table, Line J, make the following changes:

Minimum weight: ~~1400~~ **1350**

Notes: “Non-peripheral, non-bridge port Engines are allowed only one single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50mm carburetor. No fuel injection is allowed.- Formula Mazda Specs only.”

4. #21428 (Formula/Sports Racing Committee) Change P2 Engine Table Line B.5 to 1160lb. min./37.5mm restrictor

In P2 Engine Table, Line B.5, make the following changes:

“Effective 4/1/2017 ~~38.5mm~~ **37.5mm**”

## GCR

1. #21081 (Jim Wheeler) Pro Path to Runoffs

In GCR section 3.7.4.A.1.a., add the following language:

*“Drivers in the following classes may replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA.*

*GT1- TA*

*GT2- TA2 or TA3*

*T1 - TA3 or TA4*

*T2 - TA4*

*FA - F4*

*This replaces participation but not the Majors starts requirement.”*

2. #21151 (SCCA Staff) Add definition of Enduro to the GCR

In GCR section 3.1.2., add the following language:

“3.1.2. Regional *and Endurance* Races”

After GCR section 3.1.2.C., add a new section D. as follows:

*“D. An endurance race is a single race that may allow multiple drivers in the same car.”*

3. #21361 (Club Racing Board) Modifications to Appendix G. (Measurement Standards)

In Appendix G., section 2.5., add the following language:

“5. Valve size is absolute maximum *+ .1 mm.*”

In Appendix G., section 2.10., add the following language:

“10. Engine stroke length is absolute maximum *+ .1mm.*”

4. #21491 (SCCA Staff) B-Spec Cage Exceptions

Effective immediately, in GCR section 9.4.C.1.c., add B-Spec as follows:

“All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, ~~and~~ Spec Miata, *and B-Spec* classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in T4, Improved Touring, and Spec Miata classes also have the front hoop brace.”

Effective immediately, in GCR section 9.4.C.2., add B-Spec as follows:

“One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec*. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.”

Effective immediately, in GCR section 9.4.C.3., add B-Spec as follows:

“Cars competing in Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec* may extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel.”

Effective immediately, in GCR section 9.4.D., add B-Spec as follows:

“Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3 below). NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, ~~and~~ Touring, *and B-Spec* the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating

mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity. The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules. All categories except Production and GT shall not remove or modify stock side impact beams unless specifically authorized.”

## Grand Touring

### GT1

1. #21254 (Jim Derhaag) Huge Problem in GT1

In GT1-ST, Porsche 991 GT3-R (2016), make the following changes:

Weight: ~~2689~~ **2899**

Restrictor: **(2) 35 mm**

Notes: **“ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.”**

2. #21344 (Club Racing Board) Remove Cylinder Head Penalties

In GCR section 9.1.2.E.1.b.1., remove the following language:

~~“Note: Ford engines without inline valves (meaning the valves are splayed or canted) shall add 60 lbs.”~~

~~Note: GM engines using the SB-2 head shall add 60 lbs.~~

~~Note: GM V6 engines without inline valves (meaning the valves are splayed or canted) shall add 45 lbs.”~~

### GT2

1. #20645 (Kenneth Billimack) Re-Class 991 GT3 Cup to GT2

In GT2, Cars-PORSCHE, classify the Porsche 997.2 GT3 Cup (10-14) as follows:

<b>GT2 Cars - PORSCHE</b>					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<b>997.2 GT3 Cup</b>	<b>(10-14)</b>	<b>2dr</b>	<b>RWD</b>	<b>92.7</b>	<b>3.8L flat six. 3000lbs. w/70mm Throttle Body Restrictor (TBR).</b>

### GT3

1. #21255 (Artemio Vargas) 2017 Mitsubishi Lancer Homologation

In GT3, classify the 2017 Mitsubishi Lancer as follows:

<b>GT3 Cars - MITSUBISHI / EAGLE</b>					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<b>Lancer</b>	<b>2017</b>	<b>4dr</b>	<b>FWD</b>	<b>102.4</b>	<b>Body work must conform to all GT3 specs.</b>

### GTA

1. #21130 (Butch Kummer) Updating Wheel & Tires Specs

In GCR section 9.1.2.G.VII.B. add the following language:

“All four tires on the car at any time must be the same model number. Tires will be specified by manufacturer and part number. Allowed Tires:

Hoosier 3035

**Hoosier F45 effective 1/1/2017**

Hoosier 3045

Race Tires America American Racer EC-84

*Race Tires America American Racer SC5200 effective 1/1/2017*

*McCreary Speed Star effective 1/1/2017*

Goodyear D2902”

### Improved Touring

None.

### Production

1. #21125 (Ted Russell) Spec Line Correction: Track Width

In EP, Fiat 124 Sport Spider 1600 & 124 Spider 2000, change the track as follows:

~~4440/1407 (56.7/55.4)~~ **57.2 / 56.0**

2. #21126 (Ted Russell) Spec line for Carb. No. & Type

In EP, Fiat 124 Spider 1600 & 124 Spider 2000 allow the following as an alternate carb. setup:

**(2) Weber 45DCOE w/ 34 mm choke(s) on I.R. manifold.**

3. #21333 (Peter Lombardo) Classify 87-89 Alfa Romeo Milano 3.0L in EP (Current ITS Car)

In EP, classify the 87-89 Alfa Romeo Milano as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Alfa Romeo Milano (1987-1989)</i>	<b>2</b>	<b>2600</b> <i>* 2665</i> <i>** 2730</i>	<b>6 Cyl. SOHC</b>	<b>93mm</b> <i>x72.6mm</i>	<b>2959cc</b>	<b>Alum</b>	<b>Alum</b>	<b>(I) 44mm</b> <b>(E) 38.7mm</b>	<b>Fuel Injection</b> <b>Throttle Bore</b> <b>75mm</b>	<b>98.82"</b>	<b>58.4"/58.0"</b>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Alfa Romeo Milano (1987-1989)</i>	<b>15x7</b>	<b>5</b>	<b>(F) 267mm</b> <b>x20mm vented</b> <b>(R) 249mm</b> <b>x8mm solid</b>		<b>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</b>

4. #21424 (Production Committee) Error in response to letter 21162

In HP, BMW 1600 (68-71), make the following changes:

Weight: ~~1950~~ **1900** \* ~~1999~~ **1948** \*\* ~~2048~~ **1995**

Notes: "Compression ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from 2002 is permitted. (2) 40 DCOE sidedraft carbs w/ 32mm choke(s) permitted @ ~~2050~~ **2000** \*~~2102~~ **2050** \*\*~~2153~~ **2100**. Alternate differential from 75-83 e21 allowed."

5. #21324 (Mark Brakke) Help the Mazda 2

In HP, Mazda 2 (07-11), change the weight as follows:

~~1970~~ **1920**, ~~2019~~ **1968**, ~~2069~~ **2016**

### Spec Miata

1. #21362 (Club Racing Board) Mazda Part Number for Competition Front Hubs

In GCR section 9.1.7.C.3., add a new section r. as follows:  
*“r. Effective 3/1/2017, Mazda part number 0000045HUB-ST permitted.”*

**Super Touring  
STL**

1. #21230 (Ian Stewart) Clarification on K20  
 In STL, Honda K20, add Acura to the spec line as follows:  
 Honda/*Acura* K20

2. #21252 (Blake Meredith) Allowed Engines  
 In STL, Table B, classify the Honda JDM engines as follows:

<b>STL</b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Honda JDM ZC, D16A8, D16A9</i>	<i>1590</i>	<i>Chart</i>	<i>Must meet all STL engine regulations.</i>

3. #21303 (Owen Schefer) Renesis Restrictor/Weights  
 In STL, Table B, Mazda Renesis, change the weight as follows:  
~~2870~~ **2800**

**STU**

1. #20891 (David Mead) Allow Use of C30 Rotrex S/C on Mazda 1600 Engine  
 In STU, Table B, add the following spec line:

<b>STU</b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Mazda B6 Engine</i>	<i>1597</i>	<i>2400</i>	<i>Jackson Supercharger kit #1000-03-900 allowed, 90mm/6-rib supercharger pulley diameter, 152mm/6-rib crankshaft pulley diameter.</i>

**Touring**

**T1**  
 1. #17230 (Chris Edens) Mazdaspeed Miata  
 Recommended changes:  
 In T1, Mazda MX-5 Miata MazdaSpeed, max displacement 1800, change the weight as follows:  
~~2400~~ **2250**

2. #20389 (RYAN SAARI) PLEASE CLASS MY CAR  
 In T1-LP, classify the BMW M4 (2015-) as follows:

<b>T1 - LP</b>	<b>Bore x Stroke/Displ. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes</b>

<i>BMW M4 (2015-)</i>	<i>89.6 x 84 2979cc</i>	<i>2812</i>	<i>(F) 20 x 11 (R) 20 x 11</i>	<i>315</i>	<i>4.11, 2.32, 1.54, 1.18, 1.0, .85</i>	<i>3.46</i>	<i>(F) 381 Vented Disc (R) 371 Solid Disc</i>	<i>3400</i>	<i>(2) 32mm turbo inlet restrictors required.</i>
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3. #20866 (Craig Anderson) GCR Correction OEM LS6 and Request Change OEM LS2 Corvette

In T1, Chevrolet Corvette Cadillac XLR (04-09), make the following changes:  
Max. Displacement: 5665 OEM

Engine notes:

“OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. *75mm OEM throttle body required.*”

4. #20888 (Touring Committee) Correct Engine Size for 06-12 C6 ZO6 Corvette Limited Prep  
In T1-LP, Chevrolet Corvette Z06 (06-12), make the following changes:

Bore x Stroke / Disp. (cc): ~~103.26 X 92; 6162~~ *104.8 X 101.6; 7008*

Add to the notes: *70 mm Flat Plate Restrictor required.*

5. #20949 (James Rogerson) Include Lotus Exige 360 Cup R

In T1, classify Lotus Exige 360 Cup R as follows:

<b>T1</b>	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Lotus Exige 360 Cup R</i>	<i>3500</i>	<i>2700</i>		<i>Must run Exige 360 Cup spec supercharger pulleys.</i>	

6. #21173 (Andy Vrenko) Classify the Shelby FP350S

In T1, Ford Mustang / Thunderbird, add the 5200 engine as follows:

Max Displacement: *5200 Shelby FP350S sealed engine, M-6007-M52R*

Min Weight: *3525 lbs*

Required Restrictor: *65mm flat plate*

7. #21215 (David Mead) Restoration of Rotrex S/C on S2000 Honda Spec Line

In T1, Honda S2000, add the following language to the engine notes:

“*Rotrex 38-81 supercharger permitted.*”

8. #21348 (Club Racing Board ) T1 Competition Adjustments

In T1, BMW M3 E92 (08-13), change the weight as follows:

~~3250~~ *3300*

In T1, Corvette 6162 OEM, change the restrictor as follows:

~~65 mm~~ *60 mm*

In T1, Dodge Viper ACR/ACR-X, 8300 OEM, make the following changes:

~~52 mm~~ *47 mm*; ~~3475~~ *3500*

In T1-LP, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), add the following language to the notes:

*LS3 engine, 75 mm Flat Plate Restrictor required.*

In T1-LP, Corvette C7, make the following changes to the notes:

“May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319)

permitted. GM suspension kit, **Part # 23336064 allowed** Part number TBD GM Transmission-Cooler kit, Part # TBD. **Grille, part # 22790956 allowed. 70 mm Flat Plate Restrictor required. Z06/Grand Sport fenders, quarter panels, and rocker trim allowed.**"

In T1-LP, Viper (03-06), change the restrictor as follows:

45 mm **52 mm**

In T1-LP, Viper (08-10), change the restrictor as follows:

37 mm **45 mm**

## T2

1. #18666 (Derek Zalewski) Initial T2 Class Submission - 2016 Cadillac ATS-V

In T2, classify the Cadillac ATS-V (16-17) as follows:

T2	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:
Cadillac ATS-V Coupe/Sedan (16-17)	94 x 85.6 3564	2775	18	275	3.01/4.56, 2.07/2.97, 1.43/2.08, 1.00/1.69, .84/1.27, .57/1.00 .845 .652	3.73/ 2.85	(F) 370 (R) 339	3600	(2) 33mm turbo inlet restrictors required. Automatic Transmission allowed.

2. #19693 (carl fung) BMW M235i Allowance

In T2, classify the BMW M235i as follows:

T2	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:
BMW M235i (16-)	84 x 89.6 2979	2691	18 x 10	275	4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.90, 0.67	3.08	(F) 370 (R) 324	3400	1030 lb/ in springs allowed. 2016 BMW M235i Cup Spec Wing allowed.

3. #20811 (Derek Zalewski) Initial T2 Submission for the 2017 Chevrolet Camaro SS 1LE

In T2, Chevrolet Camaro (2016-), make the following changes:

Model: Chevrolet Camaro, **1LE** (2016-)

Notes: Brake kit part numbers: 84004136, 23301611, 19352519, 19180514; **allowed. Brake kit part #23245471** allowed at +100 lbs. 60mm flatplate restrictor required. Springs up to 800#/in front and rear permitted. ~~1LE~~ swaybar kit (part number TBD), **part #84242386** permitted.

4. #20859 (carl fung) List Automatic Transmission Gears for GS C6 and Base C6 Corvette

In T1, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13), make the following changes:

Model: Chevrolet Corvette C6 Coupe (~~05-10~~) /Grand Sport (~~10-13~~) (**05-13**)

Gear ratios: **Auto trans only: 4.03, 2.36, 1.53, 1.15, .85, .67**

Final drive: **Auto trans only 2.56 or 2.73**

5. #21401 (Derek Kulach) Flywheel Weight

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), make the following changes to the notes:

“Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed. Aftermarket flywheel permitted at minimum ~~18lbs~~ **14lbs**. Aftermarket headers permitted, cold air intake permitted. Aftermarket big brake kit 4 piston front permitted up to 355x32 SPL pro V3 front upper camber caster control arms for the 350z part #SPLFUAZ33 permitted. SPL rear toe links part #SPL RTA Z33 permitted. **Stillen part #400338 permitted.**”

**T2-T4**

1. #21286 (david mead) Add 2017 MX5 and 2017 MX5 RF to Appropriate T4 and T3 Spec Lines

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

Mazda MX-5 Miata (2016-)

Add to the notes: **Retractable hardtop option permitted but must be disabled from moving action and positively fastened.**

In T4, Mazda MX-5 Miata/Club (2016), make the following changes:

Year: Mazda MX-5 Miata/Club (2016-)

Add to the notes: **Retractable hardtop option permitted but must be disabled from moving action and positively fastened.**

**T3**

1. #18199 (Toby Grahovec) Allow BMW 228i in T4

In T3, classify the BMW 228i (14-17) as follows:

<b>T3</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>BMW 228i (14-17)</i>	<i>82 x 94.6 1998</i>	<i>2960</i>	<i>18 x 8.5</i>	<i>245</i>	<i>4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.84, 0.67</i>	<i>3.08</i>	<i>(F) 340 (R) 345</i>	<i>3200</i>	<i>32mm TIR required.</i>

2. #18241 (Touring Committee) Classify T4 - 2016 Mini Cooper

In T3, classify the Mini Cooper S (16-) as follows:

<b>T3</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Mini Cooper S (16-)</i>	<i>82 x 94.6 1998</i>	<i>2429</i>	<i>17 x 8</i>	<i>225</i>	<i>3.92, 2.14, 1.39, 1.09, .89, .76</i>	<i>3.59</i>	<i>(F) 316x22 (R) 280x10</i>	<i>2900</i>	<i>32mm TIR required.</i>

3. #18243 (Touring Committee) Classify T3 - 2016 Ford Focus RS

T3 classify 2016 Ford Focus RS:

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>Ford Focus RS (16-)</i>	<i>87.5 x 94 2261</i>	<i>2647</i>	<i>19 x 8</i>	<i>245</i>	<i>3.23 1.95 1.32 1.13 1.03 0.94</i>	<i>4.06</i>	<i>(F) 350 (R) 303</i>	<i>3300</i>	<i>35mm TIR required.</i>

4. #18473 (Derek Zalewski) Initial T3 Class Submission - 2016 Chevrolet Camaro

In T3, classify the Chevrolet Camaro (2016) 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>Chevrolet Camaro (16-)</i>	<i>95.1 x 85.8 3649</i>	<i>2811</i>	<i>20 x 10</i>	<i>275</i>	<i>4.40, 2.59, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F)321 (R)315</i>	<i>3550</i>	<i>2016 Camaro Lowering kit - GM part# 84004131 Brembo Performance front brake package, GM part# 23245470 Lower control arm brake deflector kit, GM part# 23508024 Fuel Tank retrofit kit, GM part #s: 23421808, 23377983, 23483014, 11547629 Track cooling package, GM part# RPO Y4Q Accessory grille, GM part# 84010106 Front fascia extension, GM part# 23301618 55mm restrictor required</i>

5. #18609 (Greg Vandersluis) Classify 2015-Present Ford Mustang Ecoboost

In T3, classify the Ford Mustang Ecoboost (2015-) 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)		Notes:
<i>Ford Mustang EcoBoost (2015-)</i>	<i>87 x 94 2300</i>	<i>2720</i>	<i>(F) 20x10 (R) 20x10</i>	<i>275</i>	<i>4.24, 2.54, 1.67, 1.24, 1.00, 0.70 or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69</i>	<i>3.31 or 3.55 w/ auto</i>	<i>(F) 320 (R) 320</i>	<i>3475</i>	<i>36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters)</i>

6. #18610 (Greg Vandersluis) Classify 2015-Present Ford Mustang V6

In T3, classify Ford Mustang V6 (2015-) 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>Ford Mustang V6 (2015-)</i>	<i>95.5 x 86.6 3727</i>	<i>2720</i>	<i>(F) 20x10 (R) 20x10</i>	<i>275</i>	<i>4.24, 2.54, 1.67, 1.24, 1.00, 0.70 or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69</i>	<i>3.31 or 3.55 w/ auto</i>	<i>(F) 320 (R) 320</i>	<i>3475</i>	<i>36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters)</i>

7. #20443 (Eric Heinrich) Re-Classify 1996-2000 BMW E36M3 3.2L in T3  
In T3, classify the BMW E36 M3 (96-00) 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 E36 M3 (96-00)</i>	<i>84 x 84 2793</i>	<i>2700</i>	<i>(F) 18 x 8.5 (R) 18 x 8.5</i>	<i>245</i>	<i>4.2, 2.49, 1.66, 1.25, 1.0</i>	<i>3.38</i>	<i>(F) 325 (R) 228.6</i>	<i>3100</i>	<i>Up to 850 lb. springs.</i>

8. #20839 (Derek Zalewski) Initial T3 Submission for the 2017 Chevrolet Camaro V6 1LE  
In T3, classify the Chevrolet Camaro V6 1LE (2016-) 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>Chevrolet Camaro V6 1LE (17-)</i>	<i>95.1 x 85.8 3649</i>	<i>2811</i>	<i>18 x 10</i>	<i>275</i>	<i>4.40, 2.60, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F) 321 x 30 Vented Disc (R) 315 x 23 Vented Disc</i>	<i>3550</i>	<i>50mm restrictor required.</i>

9. #21258 (Ali Salih) Please update SpecE46 rules on Appendix N

In Appendix N., section 5.7., add the following language:

“The roll cage must be of the standard six point design, or a 6+2 design with an additional two bars and associated chassis attachment points added for foot protection, provided that the foot protection bars do not go through the front firewall. *Cars may utilize OEM type steering column and transmission tunnel attachment points to the dash bar if equipped. A driver seat mounting cradle integrated into the cage structure may attach to the chassis at the transmission tunnel at two points, each with a maximum mounting surface of 40 sq. in. Factory brackets 41118239493 and 41118233493 may be modified or removed but may not provide additional attachment points.* No additional tabs or attachment points are permitted.”

In Appendix N., section 8., remove the following language:

“8. Graphics

1. ~~Spec number board must be displayed on both doors as close to the front as possible.~~

2. ~~10” tall car numbers must be displayed inside each number board and on the hood.~~

3. ~~4"~~ tall car numbers must be displayed on the rear of the car.

4. Car numbers must be arial bold font.

5. ~~1.~~ Front fenders are reserved for sponsor and other required stickers.

6. ~~2.~~ The area above each wheel is reserved for the tire sponsor."

In Appendix N., section 13.4., add the following language:

"Motor and transmission mounts may be replaced *provided they are no more than 10mm shorter than stock.*"

In Appendix N., section 14.1., add the following language:

"Shocks must be MCS non-remote reservoir single-adjustable (1WNR). *OE bump stops in stock configuration may be used.*"

In Appendix N., section 14.4., make the following changes:

"Swaybars may be replaced provided they use stock mounting locations and either individual hole or sliding collar adjustment. Remote adjustable or ~~blade-type~~ *pivoting blade* bars are not permitted."

In Appendix N., section 14.12., add a new entry at the end of the section as follows:

*"13. Rear lower control arm bushing may be replaced with BMW part number 33 32 6 775 551."*

In Appendix N., section 15.6., make the following changes:

~~"6. Toyo RR or RA1 size 255/40/17 must be used. 255/40-17 is the required tire.~~

*7. Toyo RA1 235/40-17 may be used instead of the RR."*

In Appendix N., section 17.11., add a new section and re-number the following sections as follows:

*"11. Transmission cross member support may be replaced.*

*12. Both driver and passenger front side windows may be removed. Side windows to the rear of the B-pillar may be permanently fixed in position."*

In Appendix N., section 17.14., add the following language:

"Battery may be replaced *and/or relocated* provided the positive terminal is properly insulated."

In Appendix N., section 14.15., add a new entry at the end of the section as follows:

*"16. Headlights may be replaced with any complete, commercially available, functional headlight assemblies. Ballast may be removed from Xenon/HID lights. Bulb assemblies may be replaced."*

In Appendix N., section 18.1., add the following language:

*"Unibody structure may not be modified or removed unless otherwise specified."*

10. #21345 (Alan Hulse II) Classify the 2003-2008 Infiniti G35

In T3, classify the 2003-2008 Infiniti G35 / Sport as follows:

<b>T3</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Infiniti G35 / Sport (03-08)</i>	<i>95.5 x 81.4 3498</i>	<i>2649</i>	<i>(F)18 x 9 (R)18 x10</i>	<i>245</i>	<i>3.79, 2.32, 1.62, 1.27, 1.00, 0.79</i>	<i>3.54</i>	<i>(F) 296/324 Vented Disc (R) 292/323 Vented Disc</i>	<i>DE Engine: 3300 HR Engine: 3300</i>	<i>Springs up to 700 lb/in allowed (F/R). HR Engine: Two 40mm flat plate restrictors required.</i>

**T4**

1. #20514 (Touring Committee) Classify 2017 FRS and BRZ

In T4, classify the Toyota 86 (2017-) as follows:

<b>T4</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel- base (mm)</b>	<b>Track F &amp; R (mm)</b>	<b>Wheel Size(in.)/ Mat'l</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Toyota 86 (2017-)</i>	<i>86 x 86.0 1998</i>	<i>2570</i>		<i>17 x 7</i>	<i>245</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, .77</i>	<i>4.3</i>	<i>(F) 295 Vented Disc (R) 290 Solid Disc</i>	<i>2975</i>	<i>Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r- shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty.</i>

In T4, classify the Subaru BRZ (2017-) as follows:

<b>T4</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel- base (mm)</b>	<b>Track F &amp; R (mm)</b>	<b>Wheel Size(in.)/ Mat'l</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Subaru BRZ (2017-)</i>	<i>86 x 86.0 1998</i>	<i>2570</i>		<i>17 x 7</i>	<i>245</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, .77</i>	<i>4.1</i>	<i>(F) 295 Vented Disc (R) 290 Solid Disc</i>	<i>2975</i>	<i>Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r- shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty.</i>



***DIVISIONAL TIME TRIALS COMMITTEE***  
***02/14/17 – Minutes***

- *Participants:*

BOD: Lee Hill, Tere Pulliam

EP: Heyward Wagner

DTTC: Jim Cuyle (SoPac), Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Chris McMillen (NorPac), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

- *Reports:*

Board of Directors Report - BOD is concentrated on the business of interviewing candidates and selecting a new SCCA president.

*Ongoing Business:*

- National Convention  
Attendees – Deborde, Yip,  
Programs – Presentation by Deborde on “How to Conduct PDX and TT Events”.  
Emphasize the why to put on a TT event (member involvement, membership growth, getting people involved). Work TT/PDX into existing programs (use all track hours available and increase entries).  
The TT Town Hall generated good ideas with the prospect of increasing TT events among the Regions.
- Track Inspection Guidelines – Yip attended the Track Inspection Program. The DTTC will work toward providing training and an inspection checklist to the TT Track Inspectors.

*New Business:*

- The DTTC discussed the aspects of a reorganization of the TT program with the goal of increasing events and making it easier for Regions and drivers to participate. A synopsis of the reorganization proposal will be discussed at the March Meeting with a goal of providing it to the BOD for their April meeting.

### **RALLYCROSS BOARD MINUTES** | January 19, 2017

The RallyCross Board (RXB) met via face to face meeting in Las Vegas at the SCCA convention on January 19, 2017. Attending were Stephen Hyatt, Chairman, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Howard Duncan, Brian Harmer and Sandi Brown from the National office.

The Secretary acknowledges that these minutes may not be in chronological order. Chairman Hyatt called the meeting to order at 8:30am PDT

### **Meeting Minutes:**

- DirtFish was announced as the title sponsor for the National Challenge and Championship events for 2017.
- The DirtFish SCCA National Challenges will be held as follows.
  - Central Challenge will be April 7-9, 2017 at Heartland Park Topeka, KS
  - East Coast Challenge will be July 7-9, 2017 at Rally Farm, Catlett, VA
  - West Coast Challenge will be July 21-23 at DirtFish, Snoqualmie, WA
  - The DirtFish National Championship will be held Oct 20-22 at Heartland Park Topeka, KS
- Approve Safety Rules modification:  
"Windshields must not have a crack larger than 3 inches in length or diameter and the crack must not be in the driver's sightline nor extend to the edge of the glass. Professionally repaired windshields are acceptable. A 1-event waiver will be allowed for minor recent damage for which the driver did not have time to repair or replace. Effective 7/1/2017"

Motion by Keith Lightfoot, Second by Chris Regan. Passed (5-0) Ron Foley not in attendance.

- Approve all Current Divisional Stewards for 2017.  
Motion by Keith Lightfoot. Second by Mark Macoubrie. Passed (5-0) Ron Foley not in attendance.

- Formally approve the national challenge and championship dates.  
Motion by Steve Hyatt, Second by Chris Regan. Passed (5-0) Ron Foley not in attendance

- Approve the creation of a 10th class consisting of an automotive naturally aspirated 4 cylinder or less motor and matching drivetrain, following specific construction and safety standards including being SCCA log booked, fenders, side windows or window netting, full faced helmet, long sleeves, long pants and closed toed shoes. Class shall run on pump gas or diesel. Modified tires shall be allowed. The class will be piloted 2017 and become a full class in 2018.

Motion by Chris Regan. Second by Kito Brielmaier. Approved (5-0) Ron Foley not in

attendance

- Printed version of the rules books will be available through Google prints. There will be a link on the SCCA website.
- The RXB will create a new committee with an appointed board liaison. The committee will have 3-5 members and will be tasked to create a RallyCross operating manual including how to start a program, how to run a program, and other support documents for regional programs. The name of the committee will be the Growth and Development Committee. The RXB Division Steward Liaison and Growth and Development Committee Liaison will be two different RXB members.
- The RXB will review regions of the country that are underdeveloped and work on helping to grow RallyCross in regions that currently do not have a RallyCross program. The RXB will also review regions with RallyCross programs and look for opportunities to expand existing programs.
- The RXB will have reviewed the RallySprint and RallyTrail rules and is in the process of making an update to the requirements for ambulances at a RallyTrial event. The modification will be completed and reviewed by the RallySprint and RallyTrail committee and then forwarded to the RXB for final approval.
- The sanction form will change for 2017. The form will require results to be provided with the audited form. Results will be used to create a national database of all RallyCross events to allow better understanding of the RallyCross program at a national level.
- A RallyCross starting line school will be offered at each the National Challenge. The starting line school will include a one day school, one year annual membership, one free SCCA event, and a significant discount on a helmet.
- The RXB will send out a reminder about the RallyCross incentive program for new programs and new sites as stated below.

### **RallyCross New Program/Site Regional Incentive Plan**

The RallyCross Board and the Rally/Solo Department are happy to announce a new Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of “new”, as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

<b>Plan Overview of Fees</b>		
	<b>Sanction Fee</b>	<b>Insurance</b>
<u>Regions Starting a new RallyCross program</u>		
1 <sup>st</sup> event	NO FEE	\$4.00/entry. With no minimum
2 <sup>nd</sup> event	NO FEE	\$4.00/entry. With no minimum
<u>Regions using a new RallyCross Site</u>		
1 <sup>st</sup> event	\$2.00/entry, no minimum	\$4.00/entry. With no minimum
2 <sup>nd</sup> event	\$2.00/entry, no minimum	\$4.00/entry, minimum of \$50

## **RALLYCROSS BOARD MINUTES | February 7, 2017**

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

The Secretary acknowledges that these minutes may not be in chronological order.

Chairman Hyatt called the meeting to order at 8:02pm EDT.

- **Chairman Report (Hyatt):** RallySprint and RallyTrials rules were sent to the SCCA Board for approval. The forum at [www.sccarallycross.com](http://www.sccarallycross.com) has been renewed and upgrade to be more mobile friendly. A regional flyer is being developed and will be out soon for regions to use in marketing locally. The flyer will have space for both regional and national events. The flyer will be able to be printed at a local FedEx printer. The new sanction and audit forms are out. The forms include a check box for new site, new program and require event results be attached to the audit. The SCCA National Office has created a marketing plan for Google and Facebook and will be implementing it throughout the year. The Growth and Development committee is now being formed. Progress is also being made on a RallyCross App.
- **RallyCross Safety Committee (Chris Regan):** The windshield rule was further reviewed and discussed by the RXB. The rule will be posted on the Forum and on Facebook. No reports or issues for Safety.
- **Rules Committee (Keith Lightfoot):** The 2017 Rule book has posted on SCCA.COM. A list of rule interpretation will be placed on the forum in the near future. The request of 2018 Rules suggestions has been posted on the rules forum.
- **RallySprint and RallyTrials Committee (Kito Brielmaier):** A RallySprint Safety Steward program has been added and is separate from the RallyCross Safety Steward program. The RallySprint and RallyTrials committee will approve all RallySprint Safety Stewards. A RallySprint Safety Steward training class will be held Friday before the Waste Management RallySprint. The RallySprints and RallyTrials committee is also looking into creating a RallySprint tech inspector and logbook process.
- **DirtFish National Championship Committee (Mark Macoubrie):** The DirtFish National Championship planning committee met on February 1, 2017 to work on the supplemental rules for 2017 National Events. Once the rules are completed they will be sent to the RXB for approval. The 2017 DirtFish Central Challenge is open for registration. Registration will be on [MotorsportsReg.com](http://MotorsportsReg.com). No SCCA RallyCross events will be held the weekend of the 2017 DirtFish National Championship. No SCCA RallyCross events will be held within 500 miles or in adjacent regions the weekend of a DirtFish National Challenge. There is no restriction the weekend before the National Events.
- **Divisional RallyCross Stewards Liaison (Ron Foley):**  
The RallyCross Divisional Stewards had a meeting on January 28th, 2017. Six Stewards attended the meeting. The Stewards talked about the new windshield rule, tech inspector's roles and responsibilities at national events, blackout dates for national events, the starting

line school and new sanctions forms.

- Old Business

Adding results request to Audits (Macoubrie) See Chairman's Report  
Content editor/writer  
Position for National Events (Macoubrie)

The Committee discussed the additional of a content editor/writer for the national events. A candidate was interviewed by the RXB.

New Growth and Planning Committee (Macoubrie) See Chairman Report.

- New Business

Trophies for National Challenges (Macoubrie) The RXB discussed the trophies for the 2017 DirtFish National Challenges and the SCCA National Office provided additional details on the trophies for the 2017 DirtFish National Challenges.

DirtFish Central Challenge Co-Region Details (Macoubrie): The DirtFish 2017 Central Challenge will be held in the Kansas Region and be supported by the Kansas City Region RallyCross program in a collaborative effort between the two regions.

Meeting Adjourn 9:25 pm EST

Next Meeting: March 7th, 2017.

Submitted by Mark Macoubrie

## ROAD RALLY BOARD

### RoadRally Town Hall, SCCA Convention Friday, January 20, 2017, 4:02 pm

RRB members present: Rich Bireta, chairman, Jim Crittenden, Clyde Heckler, Mike Bennett, Peter Schneider, Jeanne English, secretary, Mike Thompson, NEC chairman, Bob Dowie and Earl Hurlbutt, BOD liaisons, and Howard Duncan, Rally/Solo Director.

Rich began the Town Hall by introducing those present, and asking the new RRB members to tell us about themselves: Mike Bennett is from Detroit region, has been involved 19 years, recently retired so feels has more time to devote to the RRB; Peter Schneider, Northern New Jersey region, rallying since 70s, travels for rallies.

New SCCA website (finally!): Rich believes that the positive response from the competitors on the recent Targa Southeast helped to move Road Rally “up the list” of things to do in Topeka. Jim Crittenden (RRB) and Jon Krolewicz (SCCA Staff) worked together to reorganize the Road Rally information at the [scca.com](http://scca.com) web site. The only tasks that remain are to update the information that is found there. Jon wants to get information into the news section, especially for National rallies this year; he will attempt to put the USRRC on the SCCA website front page; Jon likes that rally has low barrier to entry (in terms of cost), and that it is easy for people to get into rallying. Jon’s model for the website is newspapers; the information is intuitive to find, i.e. it is no longer necessary to go to the downloads section on the main page. The new Road Rally page includes RReNews, the events calendar, etc. Jim really likes the link to ‘supplies and equipment’, which includes a subset of rally apps including an app for \$6 for Class E versus buying \$2000 rally computer. If you haven’t already seen the new RR webpage, check it out.

Rich introduced Jamie Mullin, who is Howard’s administrative assistant, liaison to the RRB

The RRRs are now available in hard copy from Amazon (\$5.95), thanks to Jim Crittenden; he got it done through Createspace.com, an Amazon company. The link to the RRRs is: [https://www.amazon.com/gp/product/1541076001/ref=oh\\_aui\\_detailpage\\_o00\\_s00?ie=UTF8&psc=1](https://www.amazon.com/gp/product/1541076001/ref=oh_aui_detailpage_o00_s00?ie=UTF8&psc=1). Thanks, Jim!

There was some discussion about classes, in particular how to classify people using GPS, and apps that use GPS. Per the RRRs, because of the GPS/odometer link, many are classed in Class E according to the current rules. In Class E they are not competitive with Timewise and Alfa computers. Apps are targeted to those new to the sport, to see if they are interested. At some point, we may need to redefine classes to take this into account. Most people who use GPS use it for map function, and most GPS units do not have mileage to 0.01; most units can’t do both at same time. There is no Novice class at national level, many local events have novice class.

Cheryl Babbe asked if RReNews was reformatted as a PDF annually, with each author compiled, would people want this? Not much interest; those present preferred each month separate. The RR page on the SCCA website has issues starting with June 2016, up to and including January 2017.

Cheryl encouraged the RRB to do webinars on various topics; the videos can be posted on the SCCA website or YouTube; target audience primarily regional people.

Sasha Lanz said there are three new regions who have promised to put on rallies this year - Austin, TX, Houston, TX, and Utah; they are all in the same boat – how do we support Regions such as these? Cheryl asked if there can be a simple, directed, guidebook for putting on a first rally, including timeline, simple generals for GTA, tour, or course; there is lots of stuff available but it is in lots of different places.

Peter reported on the Targa event; it had to be done in six weeks; it was hard to do, but it got done.

Cheryl asked about the timeline for revising RR Safety Steward training? Rich said that at Sunday's RRB meeting, they will decide the relative importance of the projects the RRB is going to tackle in 2017. Risk Management says that they (Risk Management) do not require a RRSS per se license, but road rally events do need to have the rally prechecked by someone with appropriate knowledge. How is it determined that one has the appropriate knowledge and experience? A RRSS license is one answer.

Meeting adjourned at 5:45 pm.

Respectfully submitted,  
Jeanne English, RRB secretary

**Sports Car Club of America  
RoadRally Board Minutes  
January 22, 2017**

The RoadRally Board met at the SCCA Convention on January 22, 2017; meeting called to order at 8:00 am by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Lee Hill (former) and Bob Dowie (current), BOD liaisons, Howard Duncan, Rally/Solo director, and guests Cheryl Babbe and Pego Mack.

Front Burner Items:

1. Minutes: December minutes stand as published.
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
3. Breakfast and Lunch Sunday will be provided courtesy of Howard Duncan and the SCCA. Breakfast should be available at 8:00. (Both were tasty and filling. Thanks, Howard!)
4. Introductions – all present introduced themselves around the table.
5. RRB Responsibilities (What we must do in 2017)
  - a. SCCA Operations Manual: Responsibilities, Expectations. Section 7, Appendix F Rich encourages all RRB members to download the Operations Manual and read the appropriate section.
  - b. RRB member terms – 2 years, annual reappointment by BOD, up to 6 years
  - c. RRB Recurring Calendar – things we have to do, and when, Rich has a calendar; it includes such things as the time schedule for rules revisions
  - d. Administration of Championship Events, National Events Committee – also includes rules changes; NEC members: Mike Thompson, Ron Ferris, Chuck Larouere, Richard Wetzel, and Bob DeMerritt. **Motion: Reappoint Mike Thompson as NEC Chairman and reappoint the other members. Rich/Peter/Pass. Motion: Clyde will be the primary RRB liaison to the NEC, with Jim secondary. Rich/Peter/Pass. Mike will send NEC minutes to RRB.**
  - e. RRB Monthly meeting day and time: 2nd Thursdays, 7:30 CDT
6. RRB Priorities for 2017 (What we would like to accomplish in 2017)

These are the RRB priorities for 2017, in order of priority (initials signify which RRB member will be lead person for that item):

  - A. Safety Steward Program
    - PS 1. Review current list
      - a. Identify focal person for each region
      - b. Review Safety Stewards and SS Instructor lists with region focal
        - i. Remove inactive licensees
    - PS 2. Process document for license and re-certification
    - MB 3. Training/knowledge test
      - a. Coordinate existing materials
      - b. Create a knowledge test
      - c. Modernize/On-line training
  - B. Communication Strategy
    1. Develop communication plan
      - RB a. Identify current deficiencies
      - b. Identify under-utilized communication paths
        - i. SCCA forums
        - ii. Inside Line
        - iii. RE monthly
        - iv. RReNews (Constant Contact)
        - v. Member Facebook page (SCCA members)
        - vi. RR Facebook page(s)
          - SCCA Road Rally
          - Road Rally e-News
        - vii. SCCA Yahoo group
    - JC 2. Road Rally Best Practices

- RB 3. E-mail Communication
- C. Regional Development
  - CH 1 Road Rally "Starter Kit"
    - a. GTA Q&A
    - b. Tour TSD (simple)
  - CH 2. Rallymaster Starter Kit
    - a. Process document(s)
    - 3. Divisional Steward Role
      - a. Mentorship
    - 4. National Coordinator
  - JC 5. Proposal for funding for regional programs
- 7. New Business
  - a. SCCA HQ support for USRRC: Mike asked if there are any national funds for USRRC? Pego said that at some point in the past there was a line item in SCCA's budget for the USRRC; Bob Dowie will check to see if it is still there. HQ is sponsoring a team from HQ.
  - b. Should there be a RRB Town Hall via Conference Call in February? Conference call yes, but at the end of March.
  - c. Clarification on Workers Points: Bruce Gezon wants clarification that the 20 pts can be two divisionals - answer, yes
  - d. Clarification on Sanction, Insurance and Weekend Membership fees: **Motion: Sanction fees of \$10 (national)/\$4 (divisional)/\$2 (regional) stay the same as 2016, plus \$4 per car insurance. Rich/Jim/Pass**
  - e. Clarification on National Championship Decals Rule Change – change 'insure' to 'encourage' 13.C.4.
- 8. Appointments
  - a. Secretary: Jeanne will continue as RRB secretary
  - b. Pointskeeper: **Motion: Show Weekend Membership people in points standings in 2017. Rich/Peter/Pass.**  
Motion: Appoint Bruce Gezon as Pointskeeper. Peter/Rich/Pass.
  - c. National Events Committee membership: see 5.d above (same as last year). Thank you for a job well done in 2016.
  - d. Regional Development Committee membership: tabled
  - e. Rulebook Editor – Bruce has done it, and is willing to continue **Motion: Reappoint Bruce Gezon as RRB editor. Rich/Jim/Pass.**
  - f. Role of Divisional Steward: currently, they are supposed to administer a divisional series. Peter would like that changed, so that they additionally are involved in the RR safety steward program, and also to mentor 'new' regions that want to start a road rally program.
  - g. Rules Committee: **Motion: No Rules Committee be appointed for 2017 at this time. Mike//Rich/Pass.** Discussion: the process for the past 2 years has worked, with the NEC doing rules changes. Jim thinks the NEC needs to be 'beefed up'.
  - h. National Coordinator of Regional Development: tabled
  - i. Suggestion from Sasha Lanz about GTA National Championship: that worker points be used in place of competing in a national rally? **Motion: The existing rule stands as is for all series. M/S/P.** Table discussion
  - j. Social rally fees: **Motion: The RRB concurs with national office guidelines for social rally fees (\$20 per event) Rich/Jim/Pass**

Motion to adjourn at 4:00 pm  
 Next meeting via conference call, February 9, 2017  
 Respectfully submitted,  
 Jeanne English, RRB Secretary

**Sports Car Club of America  
RoadRally Board Minutes  
February 9, 2017**

The RoadRally Board met via conference call on February 9, 2017; meeting called to order at 7:30 pm by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Jeanne English, secretary, Mike Thompson, NEC chairman, Earl Hurlbut and Bob Dowie, BOD liaisons, and Jamie Mullin, National staff; not in attendance: Clyde Heckler.

**Front Burner Items:**

1. Minutes – January minutes stand as published.
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe. February issue published last week and included articles on the awards presented at the SCCA Convention, the Snowflake Rally (Peter), a new rally app, Awards and Recognition (Jay), HQ News (Jamie), Minutes (Jeanne), National News (Mike T) and an update on the 2017 USRRC (Cheryl). All together a really nice issue. Keep contributing!
3. RRB Responsibilities (What we must do in 2017)
  - a. Revised version of the Annual Calendar of Recurring Activities was distributed with the agenda. (see Calendar below)
4. Reporting Championship Points
  - a. Following the first Divisional of 2017 a number of people (too many) followed up with the organizers regarding reporting of results. What is the correct procedure for reporting official results? They go to: Deena, Bruce Gezon (Pointskeeper) and the RRB. Jim will ask Bruce, as Pointskeeper, if he is willing to track down late/missing results during the year.
5. RRB Priorities for 2017 (What we would like to accomplish in 2017)
  - a. Full list of Priorities for 2017 is included in the agenda (see below). Reports on status are included below; comments made at this meeting are in italics. Please be prepared to discuss in more detail in March.
6. NEC report – Mike Thompson sent the RRB the minutes from Tuesday night’s NEC meeting.
  - a. There is some confusion about this year’s USRRC – Mike T, Rich, and Cheryl Babbe all confirm that it is a Divisional Course Rally being run over three days; there was some discussion about rules. Cheryl wants to figure out how to attract more of the ‘lower 48’ people. Entry fee includes motels Friday and Saturday nights, two meals, T-shirts, souvenirs; discounts are available; amenities are likely to change again (for the better). Peter will be doing a pre-run the first week in June. This is the link for registration on MotorSportsReg.com: <http://www.motorsportreg.com/index.cfm/event/eventrequirements/uidEvent/A982EABF-F37A-8B93-955C44226A642D78>
  - b. RRB got a proposal from St Louis a year and a half ago about hosting the 2018 USRRC. Mike T will contact Jim Heine to check the status and report back next month.
7. Old Business
  - a. SCCA HQ support for USRRC (Mike B) – Earl to follow up with Bob about HQ subsidy (continued from last month)
  - b. Clarification on Sanction, Insurance and Weekend Membership fees – nothing this month
  - c. Clarification on National Championship Decals Rule Change – nothing this month (the BOD is still discussing this)
8. New Business
  - a. Discuss/approve Regional Development Proposal
  - b. Heyward Wagner is talking about Targa 2017 projected for August 12 in the Southland - Charlotte to Atlanta then to Memphis via Chattanooga. Peter got a note from Heyward about this.
  - c. Rich – Kansas and Kansas City Regions are planning Party at the Park the first week in August headquartering at Heartland Park (newly renovated); it will be 2 days club racing, 2 days solo, 2 days rallycross, and a road rally
  - d. Rich reported that a rallyist in central Florida wants to start program

- e. Peter mentioned Ron Sorem's Western Regional Rally Calendar, a pretty thorough list of events on the West Coast.
- f. Lee Hill, BOD Chairman. was going to join us but couldn't, so Rich shared an email he got from Lee saying how pleased he was with the professional cooperative attitude the RRB members exhibited at the face-to-face meeting in Las Vegas.

Motion to adjourn at 8:28 pm  
Next meeting via conference call, March 9, 2017  
Respectfully submitted,  
Jeanne English, RRB Secretary

## **RRB Annual Calendar of Recurring Activities**

### **January**

- Attend SCCA Convention
  - o RRB January Meeting
  - o Conduct Town Hall Session

### **February**

### **March**

- Selection USRRC Host Region
- Conduct Electronic Town Hall meeting

### **April**

- Open rules suggestions window

### **May**

### **June**

- Close rules suggestions window

### **July**

- NEC provides recommendations on rules proposals
- Rules proposals go out for public comment

### **August**

### **September**

- Solicit new members for RRB for 2018

### **October**

- Rule changes final approval by RRB
- NEC drafts final rule changes

### **November**

- Determine and prepare sessions for convention
- Discuss Division and Regional Awards
- Rule changes final approval by RRB (if additional discussion needed)
- Recommend new RRB members to SCCA BOD

### **December**

- Determine and prepare sessions for convention
- Finalize Division and Regional Awards
- Rule changes approved by BOD

## RRB Priorities for 2017

### A. Safety Steward Program

1. Review current list (Peter) – has the list of all Safety Stewards and Instructors; he is compiling the list by region; got the process used by the Solo Program to use as template; by next meeting will have sample knowledge test to review for people to take remotely; then later ask SCCA for online ability to take the test; Rich talked to Pego Mack, she is willing to check the knowledge test; Peter is also reaching out to Debbi Segal who was involved with originally setting up the program
  - a. Identify focal person for each region
  - b. Review Safety Stewards and SS Instructor lists with region focal
  - c. Remove inactive licensees
2. Process document for license and re-certification (Peter)
3. Training/knowledge test (Mike B) - talked with Peter, who has good starting materials, Pego Mack also has materials. Rich said that one of the sessions at convention was about S2, which is training for stewards, online schooling, Earl and Bob will check into this; can this be adapted for RRSS?
  - a. Coordinate existing materials
  - b. Create a knowledge test
  - c. Modernize/On-line training

### B. Communication Strategy (Rich) nothing to report, will have something for next meeting

1. Develop communication plan
  - a. Identify current deficiencies
  - b. Identify under-utilized communication paths
    - i. SCCA forums
    - ii. Inside Line
    - iii. RE monthly
    - iv. RReNews (Constant Contact)
    - v. Member Facebook page (SCCA members)
    - vi. RR Facebook page(s)
      - SCCA Road Rally
      - Road Rally e-News
    - vii. SCCA Yahoo group
2. Road Rally Best Practices (Jim) - share with rally community ideas that various regions have developed that are successful; Jim's original thought was to do this by email, but might help to also include the ideas in RReNews; more next month
3. E-mail Communication (Rich) incorporated into communication plan (above)

### C. Regional Development

1. Road Rally "Starter Kit" (Clyde) no report
  - a. GTA Q&A
  - b. Tour TSD (simple)
2. Rallymaster Starter Kit (Clyde) no report
  - a. Process document(s)
3. Divisional Steward Role
  - a. Mentorship
4. National Coordinator
5. Proposal for funding for regional programs (Jim) – Executive Session

## QUICK LINKS

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

### CLUB RACING

SCCA National Championship Runoffs:

<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:

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

Forms:

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

Technical Forms:

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

General Competition Rules (GCR):

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

### SOLO

Tire Rack SCCA Solo National Championships:

<http://www.scca.com/solonats>

Forms:

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

Rulebook:

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

### RALLY

Forms:

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

RallyCross Rulebook:

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

Road Rally Rulebook:

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

### SCCA NATIONAL CONVENTION

Event page:

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

### EVENT CALENDAR:

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