

Fastrack[®] news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

March 2018

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 17-20, 2018.

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

Staff participating were Michael E. Cobb, President & CEO, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant.

Guests in attendance: Robey Clark, President of SCCA

Enterprises and his advisory board: Wade White, Tray Ayres, Jerry Wannarka, Gary Pitts. 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 and Steve Oseth, SCCA Pro Racing.

The meeting was called to order by Vice Chairman Helman.

President Cobb presented his 2017 Summary including his vision for 2018 to be shared with the Membership at the National Convention.

Eric Prill attended to discuss the progress of the Road Racing Planning Advisory Group and set the direction for 2018. The Board requested that Cobb and Prill create a proposal for board review relative to the Club Racing Board and Road Racing Planning Advisory group with 2-3 desired outcomes to create continuity and structure accountability and communication channels between these groups and the Board of Directors.

Pulliam discussed progress on the charter project. Some charters have been gathered such as the COA, SEB and Executive Stewards but still needs others. The committee will continue to have monthly meetings to review requirements for changes to the Bylaws to allow for electronic voting and other potential updates to improve efficiencies and utilize technology.

Helman updated the board on Greenpower and the SCCA's role.

Albin requested clarification as to the process and requirements for race track inspections.

A list of proposed changes to the Operations Manual to reflect current practice and update was discussed.

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MOTION: To accept the changes to the Operations Manual. Lindstrand/Burrows. PASSED.

I.A.7. Trademarks

American Sedan
Fastrack
Formula Atlantic
Formula Continental
Formula Vee
Press on Regardless
Pro Solo
ProSolo (stylized)
RallyCross (stylized)
Runoffs
SCCA
SCCA Pro Racing
SCCA Pro Racing & Design
SCCA U.S. Majors Tour & Design
Solo
Spec Racer
Sports Car Club of America & Design
SportsCar Stylized
Street Touring (stylized)
Super Touring
Track Night in America
Track Night in America & Design
Trans Am
Trans Am (stylized)
Trans-Am
United States Road Rally Challenge

II.C. SCCA ENTERPRISES, INC.

SCCA Enterprises was created in 1986 as a for profit, wholly owned subsidiary of SCCA, Inc. with its own Board appointed by the Board of SCCA, Inc. **SCCA Enterprises, Inc. consolidated into SCCA Ventures on January 1, 2017.**

II.E. SCCA PRO RACING, LTD.

SCCA Pro Racing, Ltd., was created in 1992 as a for-profit, wholly owned subsidiary of SCCA, Inc. A minimum three-member Board, appointed by the Board of SCCA, Inc., provides direction and sets policy. Pro Racing, Ltd. offers a variety of professional road racing series. **SCCA Pro Racing, Ltd. consolidated into SCCA Ventures on January 1, 2017.**

Remove Appendix A: Board of Directors Internal Committees

Remove Appendix B: SCCA, Inc. Committee Reporting Structure

A review of convention activities was provided and preliminary financial statements for December 2017 were shared.

Duncan had presented a request to discontinue the SCCA's pilot program of Club Drifting which had begun in late 2004 and has largely been inactive for a number of years.

MOTION: To approve discontinuation of Club Drifting program. Davis/Isley. PASSED.

In the absence of a President in 2016, the Chairman and Vice Chairman of the Board of Directors were added to the Club's Long Term Investment Account as signers. With the hire of President Cobb, we can remove Helman and Hill and add Cobb to the LTIA.

MOTION: To approve the changes to the Long Term Investment Account removing Lee Hill and Dan Helman and adding Michael Cobb. Burrows/Coleman. PASSED.

Discussion of liaison activity and participation. Agreed to add Bob Dowie as CRB Liaison and add Jason Isley as the SEB Liaison.

Jim Rogaski, Chairman of the Stewards met with the Board and presented requested changes to the Operations Manual to align with current practice.

MOTION: To approve operations manual changes as shown. Pulliam/Weidenbaum.

5.3 Chairman of the Stewards

Appointment: The Chairman of the Stewards Program shall be appointed at the October board meeting by the Board of Directors with input from the senior executive in charge of ~~Club Road~~ Racing Program. Term begins November 1.

Duties: The Chairman of the Stewards will have authority over and responsibility for the ~~Club Road~~ Racing Stewards program. *The Chairman will also be the Chairman for the Executive Stewards Committee.*

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

The Chairman of the Stewards shall designate a sufficient number of National Stewards for each Division to serve as Chief Stewards ~~of National Race~~, from nominees of the Executive Stewards for the following calendar year. ~~Designations shall be made no later than November 1 of the year prior.~~

5.4.1. Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for ~~each that~~ Division, upon advice from the Chairman of the Steward's Program ~~and with~~ final acceptance by the Board of Directors at their November meeting. Term to begin January 1 of the following year.

Duties: Those set forth in the SCCA ~~Club Road~~ Racing General Competition Rules, and responsible to the Chairman of the Stewards Program as follows:

- Maintain close liaison with Chairman of the Stewards Program in the supervision, training and licensing of Stewards within his/her Division, and ~~in~~ the implementation of national level programs.
- Maintain a roster of Senior, National, Divisional, Regional and Stewards-In-Training Stewards in his/her Division.
- Monitor the condition of each racing facility in the Division and work with the National Office to coordinate track reviews for the Division, ensure that current disaster plans are on file at the National Office for each facility that an event is conducted on.
- Review and approve Supplemental regulations, race schedules, and entry forms for race sanction requests prior to submission to the ~~Club Road~~ Racing Department.
- ~~Except for Super Tour Majors, Assign~~ all Stewards and approve other key officials for each ~~Conference Majors National~~, Regional, Driver's School, or Restricted Event held in the Division in accordance with the GCR.
- Delegate any or all duties of the Executive Steward to Deputy Executive Steward(s).
- Serve ~~on the Executive Stewards Committee~~ as ~~an~~ advisory resource for ~~the~~ Club Racing Board on GCR operational issues.
- Maintain full responsibility for licensing all Stewards in their Division, except National Stewards.
- Nominate a sufficient number of National Stewards in their Division to serve as Chief Stewards ~~as appropriate of National Races~~. Nominations shall be made ~~no later than September 1st of the year prior to effective date, and shall be made~~ to the Chairman of the Stewards Program.

MOTION: To approve #22578 (February Fastrack - GCR Committee) Establish a Medical Review Board Change 2.5 effective 3/1/2018. Merideth/Davis. PASSED.

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, ~~including driver medical condition~~. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

MOTION: To approve #23537 (January Fastrack - Touring Committee) Clean Up Gauges in Touring

Effective March 1, 2018. Lindstrand/Davis.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted;~~ ~~Add on gauges are permitted~~ and shall perform no other function other than their primary use ~~or for Data acquisition~~.

MOTION: To approve #22456 (October Fastrack - Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey. At the recommendation of the FV ad hoc committee, the CRB recommends the option of disc brakes in FV and that it be effective March 1, 2018. Davis/Lindstrand. PASSED. Opposed Dowie, Isley.

Add the following:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of

11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.

MOTION: To amend the implementation date of #22456 (October Fastrack - Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey from March 1, 2018 to January 1, 2019. PASSED.

MOTION: To approve #23681 (February Fastrack - Steve Bamford) Request Weight Reduction to Euro Spec Card. Davis/Lindstrand.

Change the Alternate Vehicle Allowance as follows:

Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork & Dimensions) *except that (effective July 1, 2018) bodywork, rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches) as per 9.1.1.B.4.c;* Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width, and ground clearance *and (effective July 1, 2018) maximum width as per 9.1.1.B.4.c.* Allowed Engines: 1600cc Ford Kent or 1500cc Honda per SCCA rules. Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English rules must comply with current SCCA FF rules. Competitors must have the English FF rules in their possession and present same upon request.

Change 9.1.1.B.20 as follows: 20. Weight A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

MOTION: To approve the rules as shown in Appendix A. Davis/Lindstrand. PASSED.

Effective 01/18/2018, in the FA spec table 2 change:

Car: ~~US F4~~ *FIA certified F4*

Notes: ~~Car must run per all current US F4 series rules. Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA current US F4 rules upon request.~~

MOTION: To approve RM 18-03 to allow all FIA F4 cars in FA effective 1/18/18. Merideth/Lindstrand. PASSED.

MOTION: To approve the rule additions as presented by RXB to match Solo and Road Racing requirements. Coleman/Pulliam. PASSED.

Section 4.2.B. Drivers must possess a currently valid automobile driver's license or a SCCA issued full competition license.

3.2.P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658□85 type A/FR, or ECE 22.05, FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858- 2010 standards are acceptable.

Throughout the convention, the Board of Directors met with the members of each program board: Club Racing Board, RallyCross Board, Road Rally Board, Solo Events Board and the Chairman of the Stewards as well as the Chairman of the Court of Appeals.

There was one Electronic Motion in January as follows:

MOTION: To approve RM 18-02 effective 1/10/2018, classify the 2017 – Honda Civic Si in Touring 2 as follows. PASSED.

T2			Max				Brakes		
<i>Honda Civic (2017-)</i>	<i>x</i>		<i>18 x 8</i>	<i>255</i>	<i>3.64, 2.08, 1.36, 1.02, 0.83, 0.69</i>		<i>(F) 312 x 25 Vented Disk (R) 282 x 10 Solid Disk</i>	<i>2750</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, Offset Ball joint 51220-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Caster Adapter 51945-F23S-A6, HPD TCA brake kit, part #45025-F23S-A6 permitted +100lb.</i>

MOTION: To adjourn. PASSED.

APPENDIX A: Club Racing Board Rule Changes

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 National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

FC

1. #22970 (January Fastrack - Randall Smart) Pinto Longevity Improvement
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP, ~~or~~ J&E or **Wiseco**. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: **6. Wiseco piston P/N TBD with rings, pin, Crower connecting rod P/N TBD (with bolts), but without bearings: Minimum permitted weight = TBD grams.**

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). **Alternative Crower connecting rod part number TBD is permitted. It's length must be TBD inches (+.005 -.010"). This rod may be used only with Wiseco piston part number TBD as provided above. Any rod bolts may be used. Floating piston pins may be used.** Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 **or Weber 38DGES (27mm venturis)** carburetor may **also** be used; ~~carburetor with the~~ Swaged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted., ~~and~~ **Jets** may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

GCR

1. #21912 (January Fastrack - Frank Todaro) Contact Impound for Regional Racing
The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: ***E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.***

2. #23575 (January Fastrack - GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official

that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months:~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months:~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years:~~

D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. you are licensed for. If you do not have a copy of your Specialty Manual, Contact your Divisional Specialty Administrator for a copy.

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (January Fastrack - GCR Committee) Change Split Start Procedure to Allow Gap Starts

The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a "gap start". The basic difference is the GCR split start calls for two separate Green Flags. The "gap start" calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties,

Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
2. Determine whether Officials are at their posts and report any absences to the SOM.
3. Ensure that all Officials and workers are provided with necessary information.
4. Collect all reports and other official information to determine the results.
5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.
6. Authorize a change of driver or car.
7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
8. Prevent an ineligible driver from competing.
9. *Modify the Split Start procedures.*

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

Change in 3.7.4.C.: ~~All Runoffs-eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

GT2

1. #23573 (February Fastrack - James Goughary) Request for Aero Spec Changes
Thank you for your letter. The CRB recommends these changes be effective March 1, 2018.
Make the following changes to the GCR:

Modify 9.1.2.F.7.b.12: 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

• ~~GT2: a front splitter may extend up to 3 inches.~~

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may

be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

A. Height (max): six (6.0) inches (GT-2 & 3) or five (5.0) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

If a Club Racing specified wing is used (GT2 and GT3 only), it shall comply with the following:

E. A single element, single plane airfoil scaled to a chord length of 10.75 inches. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.

~~GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.~~

F. Wing mounting

~~GT2 and GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

~~GT2 and GT3: The trailing edge of the wing assembly must be located within an area not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.~~

In GCR section 9.1.2.F.7.b. add a new section as follows:

16. GT2 Aerodynamics:

A. Front Air Dam

1. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

2. The spoiler/air dam shall be mounted to the body and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

3. The minimum ride height of the air dam is 2.0 inches.

4. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

B. Under tray

1. An under tray may be added. The under tray may close out the underbody from the leading

edge of the approved bodywork (including air dam) back to the centerline of the front axle.

2. The minimum ride height of the under tray is 2.0 inches.
3. Regardless of front or rear engine placement, an additional front under tray (close out panel) is allowed from the floor pan forward to the rear of the rear of the front wheel opening.

C. Splitter

1. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce down force through vertical pressure differential. A splitter shall have no vertical deviations.
2. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.
3. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.
4. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.
5. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
6. The minimum ride height of the front splitter is 2.0 inches.

D. Rear Wing

1. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.
2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.
3. No wing may exceed 72" in length. The entire wing assembly may be no wider than the widest part of the car.
4. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.
5. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.
6. Wing end plates must not exceed 144.0 square inches each.

E. Additional Aerodynamics

1. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max 4). Vertical side fences permitted at a maximum of 0.75" from the canard surface. Canard surface must be mounted to the front bodywork/spoiler with a maximum 1/16" gap allowance between canard and bodywork.
2. Regardless of front, rear or mid-engine placement, flat underbody panels are permitted. Underbody panels may start behind the front wheel openings. A minimum engine opening of

12" front to back and 14" side to side must remain open.

3. An underbody close-out panel(s) may be used in the area behind the rear axle centerline. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car. Regardless of front or rear engine placement, an additional rear under tray (close out panel) is allowed from the floor pan rearward to the centerline of the rear axle. The rear engine opening must start after the rear edge of the rear wheel opening.

ST

1. #23244 (January Fastrack - Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (January Fastrack - Eric Thompson) OEM and LKQ Front Bumper Discontinued
Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change

9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2

1. #23068 (January Fastrack - Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (January Fastrack - Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS

Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the

specification line:

Chevrolet Camaro, 1LE (2016-)

Wheels: 18x10 (F) 18 x11 (R) *18 x 11*

T2-T4

1. #23190 (January Fastrack - Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:

E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ *These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until the following calendar year.*

2. #23254 (January Fastrack - Touring Committee) 2018 Rule Recommendation Rear Toe Links

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted 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. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (January Fastrack - Touring Committee) Clean Up Air Conditioner Section

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: ~~1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system,~~ *The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.*

5. #23538 (January Fastrack - Touring Committee) Add NACA Duct Language to T2-T4

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct*

for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.