Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2017

BOARD OF DIRECTORS

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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 Hilton Kansas City Airport Hotel December 2 & 3, 2016.
Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Charlie Davis, Bob Dowie, Terry Hanushek, Lee Hill, Bruce Lindstrand, Marcus Merideth, Jim Weidenbaum and Peter Zekert. Newly elected Directors Chris Albin, Jack Burrows, and Earl Hurlbut.
The meeting was called to order by Vice Chairman Helman.

MOTION: Approve Minutes of November board meeting. Pulliam/Coleman. PASSED.

FINANCE REPORT

Mindi Pfannenstiel provided an update through October on SCCA Enterprises, SCCA Pro Racing and SCCA, Inc.

MOTION: To approve the 2017 Budget as presented. Coleman/Walsh. PASSED.

MOTION: Increase membership dues by $5.00 per year for all memberships effective March 1, 2017. Increase weekend membership dues by $5.00 effective January 1, 2017. Christopher/Hill. PASSED. (*Weekend Membership increase revised to take effect March 1, 2017*)

OPERATIONS REPORT

Eric Prill provided an update for the Operations Department relative to sponsorships and the Runoffs. The Super Tour team met in Kansas City on Thursday. Special thank you from Howard Duncan and the Solo Events Board to Terry Hanushek for his service as a liaison to the Solo Events Board. Site acquisition continues to be an issue for Solo Program. VIP program review is in progress. A primary topic for planning committee next year is worker retention and incentives.

TIRE RACK STREET SURVIVAL

Scott Dobler II, SCCA National Coordinator for TRSS presented an update on the program for 2016 and plans for 2017. We have an opportunity to grow the program and engage more regions.

MOTION: To approve the CRB Recommended Items in Appendix A. Lindstrand/Hill. PASSED.

MOTION: To suspend 2.5 rule for 2017. Hanushek/Dowie. PASSED.

MOTION: To approve #20155 with the amended language as shown below. Dowie/Hanushek. *PASSED.*

#20155 (December Fastrack - SCCA Staff) Firearms in Competition Vehicles
2.1.8. *Threatening or c*~~C~~ommitting physical violence upon any other participant or spectator.

Add 2.1.9: *9. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.*

MOTION: To approve RRB rules package as presented in Appendix B. Hanushek/Hill. PASSED.

MOTION: To approve the RXB Rules package as presented in Appendix C. Pulliam/ Coleman. PASSED.

MOTION: To approve 2017 SEB Members: Zack Barnes, Marshall Grice, Brian Conners, Mike Simanyi, Bob Davis, Eric Hyman and Mike Brausen.slate as presented: Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Steve Hudson and Richard Holden for their service.

MOTION: To approve 2017 RRB Members*:* Rich Bireta, Chairman (2012) Jim Crittenden (2016) Mike Bennett (2017) Peter Schneider (2017) Clyde Heckler (2016). Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Clarence Westberg and John Emmons for their service.

MOTION: To approve 2017 RXB Members: Steve Hyatt, Chairman, Chris Regan, Ron Foley, Mark Macoubrie, Keith Lightfoot and Kito Brielmaier. Pulliam/Coleman. PASSED.

MOTION: To approve 2017 Court of Appeals Members: Laurie Sheppard, Chairman, Mike West, Jerry Wannarka, Rick Mitchell, Spencer Gorham. Hanushek/Coleman. PASSED.

MOTION: To approve 2017 Club Racing Board: Jim Wheeler, Chairman, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi, David Arken. Lindstrand/Davis. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Chris Albin for his service.

MOTION: To appoint the Jerry Wannarka, Gary Pitts and Tray Ayers to the 2017 SCCA Enterprises Board. Burrows/Hill. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to XX for their service.

MOTION: To appoint Dan Helman as Chairman of SCCA Ventures. Christopher/Hill. Zekert abstained. PASSED MOTION: To adjourn. PASSED.

APPENDIX A TO DEC 2016 BOARD MINUTES

Recommended Items for 2017

These rule changes will become effective 1/1/2017. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #20416 (December Fastrack - Kevin Fandozzi) Update 4th Gen Camaro Restricted Prep Thank you for your request.

1. Allow the SLP Cold Air Intake: For the 98-99, SLP part number 21046; for the 00-02, SLP part number 21047. Add to the Notes for these cars:
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.*

2. For all Restricted Preparation cars:

Change 9.1.6.D.5.b.2.b.:

b. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware,
including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized.
~~If 17 x 8 inch wheels or smaller are utilized or substituted for the OEM sized wheels, the Full Preparation~~
~~modifications, as previously listed for brake components, may be used.~~

Add 9.1.6.D.5.b.2.c.:

c. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 12.2 inches X 1.27 inches.

Remove/change language in the Notes from the following specification lines:

Cadillac CTS-V (04-07), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet/Pontiac Camaro & Firebird (both 93-97 and 98-02), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installationof Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet Camaro SS (V8) (10-13), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Dodge Challenger (08-14), Restricted Preparation:
Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) ~~must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8".~~ *may be used with the brake rotor sizes listed in this specification line.*

Ford Mustang Cobra and GT (94-95), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra R (1995), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra and GT (96-98), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra (99-02), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (99-04), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Mach 1 (03-04), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Coupe GT (05-10), Restricted Preparation:
Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* ~~must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (11-14), Restricted Preparation:
Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* ~~must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Pontiac GTO (04-06), Restricted Preparation:
~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

FE
1. #20621 (December Fastrack - Formula/Sports Racing Committee) Tire rules
Per the request of SCCA Enterprises, Change 9.1.1.13.:

13. Tires
Tires must run in sets of 4 as stated below:

~~DRY~~
~~Hoosier Road Racing Wet~~

~~Front: PN: 44195, 21.5 X 8.0 X 13.0~~

~~Formula Enterprises (FE) Specifications~~

~~Rear: PN: 44217, 22.0 X10.0 X 13.0~~

~~After 9/30/16GCR~~

~~American Racer~~
~~Front: PN: TBD, 22.0 X 8.0 X 13.0~~
~~Rear: PN: TBD, 22.5 X10.0 X 13.0~~

DRY

American Racer
Front: P/N: JE3C3, 22.0 X 8.0-13S
Rear: P/N: JE3MA, 22.5 X 10.0-13S

WET
American Racer
Front: P/N: JWWC3: 22.0 X 8.0-13
Rear: P/N: JWWMA, 22.5 X 10.0-13

P2
1. #20552 (December Fastrack - Formula/Sports Racing Committee) Enterprise Sports Racer in P2
The CRB recommends the following limited specific allowances to the Enterprise Sports Racer in P2.

In GCR section 9.1.8.H.5.a., make the following changes:
"~~All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.~~ *Floor must meet P2 rules in GCR section 9.1.8.D.E.* "

In GCR section 9.1.8.H.6.f., make the following changes:

"~~f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.~~

~~g.~~*f.* The rear wing *is open but must meet P2 rules in GCR section 9.1.8.D.E.2.* ~~and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be use and may be no taller than ½ in~~

~~h.~~*g.* The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.

~~i.~~*h.* Enterprises windscreen P/N: WM137000 is allowed.

~~j.~~*i.* The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. *Splitter and attached diffuser panel may be trimmed for tire clearance.* Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface. *Dive planes may be added as long as they do not extend past the side profile of the bodywork.*

~~k.~~*j.* The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.

~~l. SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. "Gurney" flaps are allowed on either wing configuration with a maximum of ½" height.~~

~~m.~~*k.* Any rear wing end plate is allowed *but must meet P2 rules in GCR section 9.1.8.D.E.2.* ~~measuring the following maximum dimensions: 12" horizontally and 17" vertically, maximum 204 square inches. Rear wing end plates must not vary from flat more than ½" and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3" above the highest part of the rear wing including the "Gurney" flap and the rear edge may not be more than 2" past the trailing edge of the rear wing.~~

~~n.~~*l.* Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially of totally blocked by any panel.

~~o.~~*m.* ~~Engine~~ *Car and engine* bay floor *must meet P2 rules in GCR section 9.1.8.D.E.* ~~area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the exiting lower surface of the engine floor and side pod floor.~~

~~p.~~*n.* Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open."

In GCR section 9.1.8.H.7.a.7., make the following changes:

"Engine Control Unit (ECU): ~~Manufactured by MBE~~ *Supplied* and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited."

In GCR section 9.1.8.H.7.a.11., make the following changes:

"Spark Plugs~~, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEC~~ *are open*."

In GCR section 9.1.8.H.7.a.14., remove the following language:

"Fuel Filter: Any ~~10 micron~~ fuel filter may be used as long as it performs no other purpose than to filter fuel."

In GCR section 9.1.8.H.7.a.18., make the following changes:

"*Where needed to meet sound limits,* ~~An~~ Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements."

In GCR section 9.1.8.H.7.a.19., remove the following language:

"An optional air to oil cooler is allowed. ~~The maximum core size is 13 inches wide by 6.5 inches high.~~ No water to oil heat exchanger is allowed."

In GCR section 9.1.8.H.7.b.1., make the following changes:

"The ~~5 speed sequential~~ transaxle *as* supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair."

In GCR section 9.1.8.H.7.b.3., add the following language:

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

In GCR section 9.1.8.H.7.b.4., remove the following language and re-number:

"~~4. Only the following gear ratios are permitted:~~

~~1st gear combination 12:29 Ratio number 2.41~~

~~2nd gear combination 15:28 1.86~~

~~3rd gear combination 16:24 1.50~~

~~4th gear combination 18:22 1.22~~

~~5th gear combination 24:26 1.08~~"

In GCR section 9.1.8.H.7.b.5., make the following changes:

"Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must ~~work~~ *function* as supplied*.* ~~(no tightening of the differential to limit slip)~~ Must be able to use existing components."

In GCR section 9.1.8.H.7.b.9., make the following changes:

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

~~**MINIMUM WEIGHTS OF THE FOLLOWING PARTS**~~

~~Differential Housing (both parts including bearings) 7.4 lbs~~

~~Ring Gear 3.6 lbs~~

~~Pinion Shaft 4.0 lbs~~

~~1st gear 2.7 lbs~~

~~2nd gear 1.2 lbs~~

~~3rd gear 1.1 lbs~~

~~4th gear 1.1 lbs~~

~~5th gear 1.0 lbs~~"

In GCR section 9.1.8.H.8.c., add the following language:

"Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts*, unless specifically authorized* are not allowed."

In GCR section 9.1.8.H.9., make the following changes:

"*Shocks are open.* ~~NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.~~

~~b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)~~

~~c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.~~

~~d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.~~

~~e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.~~"

In GCR section 9.1.8.H.11.a., make the following changes:

"Brake pads *are open.* ~~as labeled and supplied from Enterprises.~~"

In GCR section 9.1.8.H.12., make the following changes:

"~~Front: 8 in X 13 in Part # WM 205001~~

~~Rear: 10 in X 13 in Part # WM205002~~

Front: 8 in. X 13 in. Part # WM205001- OZ Black
Front: 8 in. X 13 in. Part # WM205001B- OZ Silver
Rear: 8 in. X 13 in. Part # WM205002- OZ Black
Rear: 8 in. X 13 in. Part # WM205001B- OZ Silver"

In GCR section 9.1.8.H.15.a., remove the section as follows:

"~~Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.~~"

In GCR section 9.1.8.H.18., make the following changes:

"Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations ~~shall~~ *may* have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified."

In GCR section 9.1.8.H.19., remove the section and re-number as follows:

"~~*19.* **Penalties (Specific to Enterprises Sports Racer)**~~
~~If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:~~

~~a. Vehicle logbook will be impounded.~~

~~b. Disqualification from a competition or the event.~~

~~c. Suspension of SCCA competition privileges for thirty (30) days.~~

~~d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.~~

~~In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:~~

~~1. Disqualification from a competition or the event.~~

~~2. A fine of $250.00~~

~~3. $500.00 testing fee plus freight charges paid to Enterprises~~

~~4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.~~

~~5. For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Sports Racer competition.~~

~~*20.* **Enterprises Sports Racer Drive Train Protest**~~

~~a. Protests shall be filed per the GCR.~~

~~b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:~~

~~1. Remove and replace motor and transmission - $400.00~~

~~a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.~~

~~2. Ship motor to Enterprises and test - $500.00 plus freight and crating charges~~

~~a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.~~

~~3. Protest Fee: Regional $25.00, National $50.00.~~

~~c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.~~

~~d. The Chairman SOM is required to inform Enterprises of the protest using the ESR Protest Information Form. A copy of the protest shall be sent to Enterprises.~~

~~If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900).~~

~~The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.~~

~~e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.~~

~~f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in ESR competition.~~

~~*21*~~*18.* **Accessory Items**

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.

c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed

d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required see GCR section 9.3 Towing Eyes."

SRF

1. #20622 (December Fastrack - Formula/Sports Racing Committee) Muffler Packing
Enterprises has eliminated packing in the standard mufflers for 2017.
Per the request of SCCA Enterprises, change 9.1.8.E.2.J.:

J. EXHAUST
Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. *Muffler packing of any kind is not permitted.*

2. #20623 (December Fastrack - Formula/Sports Racing Committee) Brake Bias Adjusters
Per the request of SCCA Enterprises change 9.1.8.E.V.u.

u. ~~At the option of the owner a brake bias adjuster is permitted to be permanently installed and may be connected for all on-track activity. The control knob shall be installed in the cockpit in a position that is easily accessible to the driver. The Spec Racer Brake Bias Adjuster Kit, P/N 880914, will be available through Enterprises. and shall be the only approved adjuster. The kit must be installed per the instructions that accompany the kit.~~ *Cockpit Brake Bias Adjusters are optional. SCCA Enterprises Brake Bias Adjuster Kit, P/N 880914 or any commercially available mechanical cable (non-electric) Brake Bias Adjuster is allowed. Adjuster must be permanently installed, in a safe, easily accessible location to the driver and shall perform no other function.*

GCR
1. #19866 (September Fastrack - SCCA Staff) Update Section 5.1.2.B. U.S. Majors Tour language
Change 5.1.2.B.:

B. U. S. Majors Tour

The SCCA will appoint for each Conference, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their Conference*. At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority over the event. The Race Director must still adhere to the responsibilities stated in 3.1.1.D.2 and 5.12.2.*

2. #19909 (September Fastrack - Todd Butler) 5.9.3.C Minimum Impound Inspection
Thank you for your letter. Change 5.9.3.C.:

5.9.3.C Minimum Impound Inspection

For each impounded car, the weight and ~~at least 2~~ other items appropriate for the class ~~will~~ *may* be inspected, as agreed upon by the Race Director or Chief Steward and the Series Chief Tech inspector or Chief Technical Inspector. The Race Director or Chief Steward may also order that a wheel or intake choke(s) or restrictors be removed during impound for inspection. These inspections are not subject to the fees outlined in 5.12.3.C.5. Additional inspections may be conducted through the protest procedures outlined in 8.3.3.

4. #20215 (December Fastrack - Todd Butler) Class Management Changes
Thank you for your letter. Change the following GCR references:

3.7~~.3.~~*4.*A Invitations to the SCCA Runoffs – Changes Effective ~~1/1/17~~ *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 ~~1/1/17~~ *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.

IT
1. #19493 (October Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems
NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing the location of this wording within the GCR FROM 9.1.3.D.1.o TO 9.1.3.D.5.e.1.**

~~In the ITCS, add the following section after 9.1.3.D.1.n~~

Create 9.1.3.D.5.e.1: ~~*9.1.3.D.1.o*~~ 1. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and Electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted

otherwise by these rules.

2. #19726 (October Fastrack - Improved Touring Committee) Category Wheel and Tire Size Review
NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing this letter. It will be re-submitted to the Board of Directors for approval in their December 2016 meeting, with the recommendation for implementation 1/1/2017.**

NOTE: This changes only the portion of the August recommendation for the ITS 8 inch wheel (from 245 to *225*) and the ITB 7 inch wheel (from 225 to *205*)

re-word section 9.1.3.D.7.a as follows:

7. Wheels/Tires
   a. Any wheel/tire may be used within the following limitations.
      1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~ Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
      2. Tires must conform to 9.3.45.
      3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
      4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
      5. Any wheel stud, bolt, and or nut is permitted.
      6. Maximum allowable ~~rim widths: ITR - 8.5 inches, classes ITS and ITA - seven (7) inches; classes ITB and ITC - six (6) inches.~~ *wheel rim and tire section width combinations are as follows:*

Class	*Max Rim Width*	*Max Section Width*
ITR	*9 inches*	*275*
ITS	*8 inches* *7 inches*	*~~245~~ 225* *275*
ITA	*7 inches*	*225*

ITB	*7 inches* *6 inches*	*~~225~~ 205* *225*
ITC	*6 inches*	*225*

7. *Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicles spec line. Tire section width limit for stock wheels larger than specified above is the smallest size listed for the class. Note that this allowance does NOT permit the use of ~~tires of a greater section width or~~ aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.*

Remove column "Wheel Dia. max (inch)" from all spec lines

3. #20000 (October Fastrack - Ronald Earp) Power Steering Allowances
Thank you for your letter. Please see updated version of 19493, effective 1/1/2017 for additional information.

Add 9.1.3.D.5.e.2: *2. Power steering coolers or cooling systems may be added or replaced. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment. Hydraulic hoses are unrestricted.*

Prod
1. #20367 (December Fastrack - Tom Feller) Aftermarket Rockers and Pedestals
Thank you for your letter. Revise the second sentence of 9.1.5.E.2.a.5. as follows:
"Rocker shafts *and/or shaft pedestals,* when utilized in the stock system, can be replaced by ~~an~~ alternate shaft*s and/or pedestals* and ~~is~~ *are* unrestricted».

SM
1. #19992 (October Fastrack - David Wheeler) Specify Battery Weight and Size
Thank you for your letter. Change 9.1.7.C.1.o.5 as follows: 5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, ~~and weight,~~ and are fitted in the standard location. *Batteries shall weigh 18.0-28.0 lbs.* Additional battery hold-down devices may be used and are strongly recommended.

2. #20047 (October Fastrack - Spec Miata Committee) Piston Max Diameter

Change Table 4.:

Table 4: Piston Weight *& Max Diameter*			
Model Year	Part Number *Maximum Diameter*	Minimum Weight (w/o wrist pin and hardware (grams)	Minimum Weight Wrist Pin (grams)

90-93 (STD.)	B6Z2-11-SA0C *77.974 mm 3.0698 in*	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C *78.217 mm 3.0794 in*	TBD	TBD
94-97 (STD.)	BPY11-11-SA0A *82.975 mm 3.2667 in*	291.5	80.0
94-97 (.010" over)	BPY1-11-SB0A *83.225 mm 3.2765 in*	TBD	TBD
99-00 (STD.)	BPZ0-11-SA0 *82.975 mm 3.2667 in*	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0 *83.225 mm 3.2765 in*	TBD	TBD
01-05 (STD.)	BPZ3-11-SA0 *82.975 mm 3.2667 in*	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0 *83.225 mm 3.2765 in*	TBD	TBD

3. #19951 (December Fastrack - Spec Miata Committee) Allow Splined Spacer in Transmission
Add 9.1.7.C.2.g: *g. Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.*

STL
1. #20108 (October Fastrack - Tom Lamb) STL 2% Weight Reductions for Non-ABS Cars
Thank you for your letter. Insert 9.1.4.N.10, move current .10 to .11

10. Vehicles not equipped with ABS brakes may reduce their weight by 2%.

2. #20546 (December Fastrack - Marc Cefalo) Allow BP-Z3 and BP-VE Engines for Mazda Miatas

Thank you for your request. Add to 9.1.4.2.I Table B "Alternate Vehicle and Engine Allowances"

Mazda BP-Z3/BP-VE engine (EDM) / (none) / Chart / (none)

T1
1. #20394 (December Fastrack - David Mead) Disparity in T1
Thank you for your letter.

For T1 Full Preparation cars, remove the words “Comp Coupe” from all 7 specification lines.

Change the weight on the Audi R8: ~~3200~~ *3500*

Remove the Notes for the Chevrolet Corvette Cadillac /XLR (04-09) and replace with:

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work kit for C5 or C6 Corvette Advanced Composite Products permitted: rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/ A00-R), hood (p/n:C6/A0021) rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), hood (p/n:C5/A0029)

Any combination of these additional parts permitted with 200lbs weight penalty: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/ A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), , instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide) may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/ A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), , instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72”)

Non-OEM rear wing/splitter reduce restrictor by 5 mm.

Change the BMW E46 M3 & E36 / BMW Z3 Chassis Notes:

Pennon Fender flares allowed. Flossman body kit is permitted *with 300lb weight penalty*. The headlights can be modified to allow air to pass into the engine induction system.

2. #20436 (December Fastrack - Club Racing Board) Roll Cages for All Touring Cars

To improve safety for T2 cars, the CRB recommends the following changes for Touring roll cages. (Note that rules written for Production-based cars in 9.4 enable all T1 cars to follow the rules in 9.4.)

Change 9.4.E.1. 1. Improved Touring, Spec Miata, B-Spec AND Touring (excluding T1 *and T2*) classes–The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Rollcage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.

Change Appendix I, 9.4.3.A.2.: 2. It shall attach to the car at no more than *twelve (12), (T2);* eight (8) points, *(T3-T4);* with the forward section of the cage attaching to the front bulkhead or front fender wells (see figure 16).

3. #20523 (December Fastrack - Allen Davis) Electric Door Latch Systems
Thank you for your letter.

Change 9.1.9.1.A.6.: 6. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. *Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.* Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

For T2-T4, add 9.1.9.2.D.8.a.4.c: *c. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.*

4. #20536 (December Fastrack - Michael Pettiford) Allow Headers in Limited Prep
Thank you for your letter. Change 9.1.9.1 Limite T1:

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. *Aftermarket headers allowed.*

5. #20602 (December Fastrack - Craig Anderson) ABS in T1
Thank you for your letter. Change 9.1.9.1.O.9: 9. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied. *Aftermarket ABS systems or controllers (i.e. Bosch, Tevis) are permitted with +100lb weight penalty.*

6. #20679 (December Fastrack - Touring Committee) T-1 Remove Allowance Non-Composite Doors
Change 9.1.9.1.A.1: 1. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, ~~doors~~ and/or trunk/ deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not

expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

T2

1. #20073 (October Fastrack - Club Racing Board) Add Replacement Damper to T2 Camaro (98-02)
For the Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add to Notes: *ATI Super Damper part #918844 permitted.*

2. #20599 (December Fastrack - Marty Grand) Help for the Mitsubishi Evo 8-9
Thank you for your letter. Change the specification line for the Mitsubishi Lancer Evo8/9 / RS / GSR / MR(03-06):
Weight: ~~3100~~ *3300*
Add to Notes: *Turbocharger part number FPEV0971CHRA allowed. 44 mm TIR restrictor required.*

3. #20665 (December Fastrack - Richard Kulach) 370Z Competition Adjustments
Thank you for your letter.

Change the Notes for the T-2 Nissan 370Z (09-13) / 370Z NISMO Edition (09-13):
Notes: 5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to ~~800~~ *1000*#/in front and rear allowed. 54010-SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. *SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34.*

T2-T4

1. #19687 (December Fastrack - Eric Heinrich) WDYT #19408 T2-T4 Overbore
In response to member feedback in WDYT letter #19408, add 9.9.1.2.D.1.a.5. to allow .010" overbore as part of overhaul procedures for all non-spec rules cars:

5. Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. This allowance does not apply to any car adhering to spec rules.

2. #20542 (December Fastrack - Touring Committee) Consider Transfer Fuel Pump for T2-T4
Thank you for your letter. Add allowance for saddle bag type fuel tanks T2-T4.

Add 9.1.9.2.D.1.c.4: *4. For cars that have OEM saddle bag fuel tanks, a single auxiliary aftermarket fuel transfer pump is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.*

3. #20597 (December Fastrack - Anthony Cuthbert) Replace Sunroof with Fiberglass

Thank you for your letter. Change 9.1.9.2.D.8.a.4.a.: a. Sunroofs, Targa tops, and T-tops are

only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel *or a panel made of the same material as the roof of the car* and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof ~~and must be painted in body color~~.

T3

1. #20513 (December Fastrack - Touring Committee) Request adjustment for RX-8 in T3
Thank you for your request.

In T3, Mazda RX-8 Base/R3 (04-12), make the following changes:

Wheel size: TBA 18x9
Weight: ~~2900~~ *2800*
Notes: "Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. *Aftermarket flywheel and single disc clutch permitted with no weight penalty.*

2. #20651 (December Fastrack - Robert Schader) Clarification of T3 Nissan 370Z Nismo Spec Line
Thank you for your letter. Make the following changes in the specification line below:

Nissan 370Z (09-~~13~~ *16*) / 370Z NISMO Edition (09-13)

Add to Notes:
Max spring rate of 700 lbs/in front and rear.

3. #20677 (December Fastrack - Touring Committee) Allow optional hardtop Global MX-5 for T3

Allow optional hardtop MX-5 Global Cup Miata (2016) for T3. Add to the Notes:

Notes: Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. *Mazda hardtop (part #TBD) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners).*

4. #20678 (December Fastrack - Touring Committee) Allow hardtop for Mazda MX-5 Cup (non 2016 Global Cup MX-5)

Add to Notes:

Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*

T4

1. #20491 (December Fastrack - Dave Kutney) Remove OE Shock and Mount from Spec Line for T4 Pontiac Solstice

Thank you for your letter. Change the Notes for the Pontiac Solstice / Saturn Sky (06-09) :

The following items must remain stock: ~~shock/struts (including mounts),~~ and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 may be installed (if a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed). Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted. *Eibach springs permitted (part # 4.11138), ST sway bar kit allowed (part # 52246). Any non-adjustable shock permitted and adjustable spring perch to meet ride height requirement.*

Appendix B: 2017 RoadRally Rules Updates

ARTICLE 4 SCCA-SANCTION

C) Application for Sanction:

Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

An SCCA Region desiring sanction for an SCCA ***RoadRally*** Championship National rally must submit a calendar date request to the Rally Department at least 4 months prior to the event for a National event and 2 months for a Divisional event.

At least 90 days prior to the proposed National RoadRally, or 45 days prior to the proposed Divisional RoadRally, an SCCA Region (in applying for sanction) must submit to the RRB, via the Rally Department , a detailed description of the proposed event, ~~a draft of the event' s GIs,~~ and requests for any exceptions to these RRRs. A draft of the event' s GIs must accompany the sanction request for all National RoadRallies and for Divisional Course RoadRallies.

The ~~RRB~~ NEC as part of the sanctioning procedure, will determine the number of pre-checks required. This determination will be made within ten working days after receipt of the sanction application.

The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National ***RoadRally*** if , in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National ***RoadRally*** status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall

not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP

B) National Champions

4) Champions in each Class shall be determined by the accumulation of points earned in SCCA ***RoadRally*** championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalent s. ~~Points earned on a USRRC event shall be triple the points assigned in Article 8.C), defined as three equivalents.~~ Contestants may count the best ten (10) of the first fourteen (14) equivalents started or worked in each series, with at least two (2) of those best ten (10) equivalents coming from a National event. Contestants may accrue a maximum of 100 points in each series. ~~Divisional events may account for a maximum of 70 of these points in each series, in addition to any worker's points earned~~

C) Points Scoring System

Points shall be awarded only on the basis of finishing position in rally class and not on the score of any individual section of a rally or in a supplementary event. In case sanction of a rally is withdrawn retroactively, such rally shall be deleted from the annual championship scoring.

The Chairman of an SCCA ***RoadRally*** Championship event may identify up to four persons who have participated in the event in the capacity of Chairman, Rallymaster, or pre-check crew member to receive worker points for that event. ~~Such workers shall receive 10 points toward the championship series of their choice (this choice must be noted on the worker point form).~~ Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). Once the Chairman has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. A maximum of ~~10~~ 20 worker points per series shall be awarded to an individual per season.

D) Championship Awards

~~Championship Series awards shall be presented to the top 10% of those competing that year in each category. In the event of ties for the last award, the number of awards shall be increased to include those tied. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated.~~

At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National ***RoadRally*** during the year in that Series (Tour, Course, GTA) will be removed from the
standings. Finishing positions will then be assigned. If two or more

contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the top 10 positions in each Class in each Series.

ARTICLE 13 VEHICLE INSPECTION

~~2) The organizers shall insure that an SCCA RoadRally sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle, and that any commercial advertising is in good taste~~.

APPENDIX C PROGRAM AWARDS

B) ARTHUR J. GERVAIS AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National ***RoadRally.*** This
award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Course events. Prior to 1989, this award encompassed all National Rallies each year.

C) W. DAVID TETER TOURING RALLY OF THE YEAR

W. David Teter was the editor of the modernized and comprehensive ***RoadRally*** Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Touring events.

Appendix C: 2016 RallyCross Board Rules Package

3.1 ELIGIBLE VEHICLES

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t□tops with factory panels in place) that can pass safety inspection. A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend

cars and tube□frame vehicles.

3.2 VEHICLE/DRIVER SAFETY

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, SA2000, M2015, M2010, M2005, ~~M2000~~, K2015, K2010, K2005, K2000), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, or British spec BS6658-boxes 85 type A/FR or ECE 22.05 standards (2005, 2010 or 2015) are acceptable.

3.3.C. VEHICLE CLASSIFICATION - Stock Category

2. Tires must be U.S. Department of Transportation (DOT) approved and display the applicable DOT symbol and Tire Identification Number (TIN) label. Tires with the equivalent Canadian DOT and TIN labels are allowed on Canada-registered vehicles at Regional events. Tires marked “For competition only”, “Not for street use” or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.). Inner tubes are considered an integral part of the tire.

3.3.C. VEHICLE CLASSIFICATION - Stock Category

4. The additions ~~of~~ protective equipment is ~~are~~ allowed with the following exceptions:

a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. Examples of allowed protective equipment include skid plates to protect under-body components and to protect lower front fascias from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts. Examples of non-allowed modifications that provide a performance advantage include larger radiators to reduce engine temperatures, oil catch cans to reduce oil in the intake system, vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling.

3.3.D. VEHICLE CLASSIFICATION - Prepared Category

15. Vehicles may substitute ~~one~~ any differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. ~~4wd vehicles may not substitute more than one differential with an alternate type.~~

3.3.D. VEHICLE CLASSIFICATION - Prepared Category

25. Oil catch tanks may be added.

3.3.E. VEHICLE CLASSIFICATION - Modified Category

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or with the following requirements:

e. Fenders and doors may be modified or replaced but not removed.

3.3.E.3. VEHICLE CLASSIFICATION - Modified Category

i. Aerodynamic devices, including wings, splitters, spoilers and spats, may be added, removed or modified. Any such devices used must be securely mounted to the vehicle.

5.4 APPEALS PROCESS

1. Court of Appeals

Effective 2009, the RallyCross Board ~~will~~ established a standing Court of Appeals (COA) to hear any/all appeals that arise from RallyCross events. This COA ~~will~~ consists of three members who will serve for a period of one ~~calendar~~ year ~~(1/1 to 12/31)~~ from the date of appointment, ~~but~~ and may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors.

4.2 EVENT OPERATING RULES

J. FIREARMS - Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 19-20 and 22

The Solo Events Board met in Kansas City November 19-20 and by conference call November 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek 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

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 Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street

#20029 Please reclassify 1994-2004 V-6 Mustang to H Street from G Street

The SAC is recommending the following classing change effective 1/1/2018:

Move from GS to HS

Ford

Mustang V6 (1994-2004)

#20058 Kia Forte Koup SX (2.4L naturally aspirated) Classed in HS

The SAC is recommending the following classing change effective 1/1/2018:

Move from GS to HS

Kia

Forte & Forte Koup (2.4L)

Member Advisories

General

#21026 Protesting a Course

Per the SEB, the following wording clarification is to be added to the Supplemental Regulations for the Nationals, under section G:

"G. Protest & Appeals: See Solo® Rules Section 8

1. A protest against a course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day."

#21071 Personnel changes

The BOD has approved the addition of Zack Barnes and Marshall Grice to the SEB.

The SEB thanks Richard Holden and Steve Hudson for their service as SEB members

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The subject parts do not meet the definition of a standard part per section 12, as they are not installed on the factory production line. Please see this item number elsewhere herein for a relevant change proposal.

#19921 Porsche GT4 wheel size question

Competitors may run any wheel that meets the definition of a "standard part" in Section 12 of the rulebook. Specifically, but not limited to, "An item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States." The particular car in question cannot be delivered from the factory with the "winter wheels" hence they are not currently compliant.

Please see a related wording change proposal referencing item #19713.

#20626 Clarification for replacement intake components

Thank you for your input. The SAC believes that hose clamps would be covered by the provisions of section 13 and hence could be substituted with alternate similar parts that provide no performance benefit.

Street Modified

#21032 SMAC Committee Personnel

The SEB thanks Jim Thompson and Martin Valent for their service on the SMAC.

Modified

#21071 Personnel changes

The SEB thanks Marshall Grice for his service as a member of the MAC.

Change Proposals

General

#18648 Fuel cell ground clearance rule change

The following package of rule change proposals, provided here for member review and comment, is intended to more consistently address issues pertaining to fuel cell installation:

Change 16.1.D.2.d to read as follows:

"d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.

2. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met."

Move from 16.1.D.2.d to new 3.3.3.B.26 and amend as follows:

"*26. For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:*

a) No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

c) Fuel tank breathers shall not vent into the driver/passenger compartment."

Change 17.2.Q.1 as follows:

"1. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

a. The fuel tank/cell may be located within the same area as the OE tank.

b. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met."

#21022 Update to 12-month rule

The SEB is seeking member input on the following proposed change to section 3.2:

"3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car *at any time up to and including December of the calendar year following that of the initial classification,* without the approval of the Board of Directors. 'Initial classification' includes the addition of a new listing on an exclusion list."

Explanation: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

#21023 Timing Systems Requirements Update

The SEB is seeking member feedback on the following proposed change to 7.2, to more accurately reflect how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championship:

"7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will~~

~~be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB."

#21024 National Appeals Committee

The SEB is proposing a minor change to the NAC composition rule, as follows:

"10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters."

#21025 Protest Chief Duties

The SEB is proposing the following minor change to the Chief of Protest duties in section 5.10:

"5.10 CHIEF OF PROTEST

The duty of the Chief of Protest is to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties,* and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event."

Explanation: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be effected by the change. An example would be an announcement to those on the grid that a protest has been filed.

#21094 Octane Rating

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

Add to the end of the first sentence of 3.6.A as follows:

"Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 95 (per (R+M)/2).*"

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is proposing the following wording changes to the definition of "Standard Part" in section 12:

“Standard Part

An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line,~~ and delivered through a dealer in the United States. ~~Port-installed options,~~ *Manufacturer options that are dealer installed, port installed, or parts* provided by the manufacturer are considered to be the same as those installed on the factory production line. Dealer~~-installed~~ options, *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

Background information:

This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo.

Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future.

Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance.

An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

#20588 Move non

The SAC would like member feedback on the following class change proposal:

Move *from BS to CS*

BMW

Z4 (coupe and roadster)(non M) (2003-2008)

#20567 Item 19608 - Withdrawal of proposal to move 89-99 Taurus SHO to HS

The SAC has re-evaluated this and believes that it is a benefit for the membership to keep older and less expensive vehicles relatively competitive as it lowers the barrier to entry into the sport and category. With that note, we’d like to again propose the following class change for member feedback:

Move from *GS to HS*

Ford

Taurus SHO (1989-1995)

Street Touring

#14648 ECU Clarification

The SEB and STAC are seeking member feedback on the following proposal: Change 14.10.F as shown:

14.10.F ~~The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed be- low. These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors may be used for engine management.~~

~~1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.~~

~~2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:~~

~~a. Connects between the standard ECU/PCM and its wiring harness only.~~

~~b. Must be plug-compatible with the standard ECU/PCM (no splices).~~

~~3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.~~

~~4. Fuel pressure regulators may be replaced in lieu of electronic altera-tions to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.~~

~~5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.~~

~~6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.~~

Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used.

Prepared

#18207 17.2.O - Front Spoilers

The PAC/SEB are seeking member feedback regarding the following proposed rule changes to section 17, Prepared category:

17.2.G. Bumpers

17.2.G.1 Bumper components not integral to the bodywork may be modified, substituted with a replica of alternate material, or removed provided all projecting hardware is also removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose. Modified or replica bumpers must be of similar shape as standard components, completely cover the area of the OE bumper, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

17.2.G.2 Bumper fascias integral with the bodywork may be modified or substituted with a replica of alternate material. Internal bumper components may be removed, replaced, or modified. Modified or replica bumper fascias must be of similar shape as standard components, completely cover the area of the OE bumper fascia, and not confuse the identity of the vehicle. *The bumper components will contribute contours to the top view outline of the car for measurement purposes, and therefore must not protrude beyond 1/2" of the original overall outline of the car.*

Modified

#20695 MAC seeking member input

The MAC is requesting member suggestions regarding safety requirements for electric vehicles in the Modified category. The committee is researching rules to ensure that cars with custom built fully-electric drivetrains can compete while still ensuring the safety of competitors, course workers, or spectators.

Other Items Reviewed

Street

#20531 Classing Request for 2017 Audi TT-RS

Thank you for your input. The SAC does not think it appropriate to class the car until more information and specifications are available.

#20568, 20576, 20578, 20582, 20587, 20590, 20611, 20647, 20660, 20689, 20697, 20700, 20701, 20705 Feedback on #20242 Lotus Elise Classing

Thank you for your input.

#20569 The New HS

Thank you for your input on the proposal regarding the RSX. However, the SAC believes that the Celica and F56 Mini are appropriately classed.

#20570 Requesting clarification on FastTrack item #17283

Thank you for your input. The Scion FR-S Release Series 1.0 was not included in the move to DS because it is equipped with TRD springs. Since this model is a complete

package including the springs, changing them would not be allowed unless a complete option package conversion took place.

#20575 Boxster (987 chassis non-S) (2005-2008) from BS to CS pulled?

Thank you for your input. After much deliberation, the SAC does not feel that it would be beneficial to the class to move the non-S 987 to CS, and has therefore removed that change from the final recommendation.

#20577 Fully support putting more cool cars in SS

Thank you for your input.

#20580 Do not move Porsche Boxster to CS

Thank you for your input.

#20586 SSR should stay, please grow it

Thank you for your input.

#20610 Moving Kia Forte to HS with the rest of STF cars

Thank you for your input. Please see the response to letter #20058 in the November Fastrack.

#20639 Classing of 2017 Camaro 1LEs

Thank you for your input. Please see the response to letter #20604

#20653 ECU Tuning in Street

Thank you for your input. The SAC believes that allowing ECU changes is not in the spirit of the category.

#20686 Porsche Cayman S classing

Thank you for your input. Please see item #17283 in the November Fastrack for classing changes regarding the 987 Cayman.

Street Touring

#20160 Response to #16000

Thank you for your input.

Street Prepared

#19937 128i and twins to DSP - LIMITED prep

The SPAC thanks you for your letter. The committee continues to consider possible ways to support increased participation in SP.

Prepared

#20017 Proposals #17410 and #19923

Thank you for your input

#20018 #17410 Class Progression (SP/SM-compliant convertibles in P)

Thank you for your input

#20020 Proposed class progression change (#17410)

Thank you for your input

Not Recommended

Street

#20728 Mazda RX7 (93-95) turbo

Thank you for your input. The SAC believes that the performance of the FD RX-7 is above the range that we are targeting for BS.

Street Touring

#19741 Strut brace limitations

Thank you for your input. The current strut brace rule is considered sufficient as written. The SEB does not support further expanding this allowance at this time.

#20338 Street Touring allowances for engine mounts

The STAC thanks you for your input.

#20345 Class Buick Verano Base / Turbo in Street Touring

Thank you for your input. The SEB does not believe this vehicle fits within the philosophy of the category.

#20405 STP class expansion

The STAC thanks you for your input. The SEB does not believe this vehicle is consistent with the philosphy of the requested class.

#20467 Swapping or modifying wheel hub to allow aftermarket wheels

Thank you for your input. This modification is not seen as consistent with the category philosophy.

#20493 Move Abarth from STX back to STF

Thank you for your input. This car's current classing is believed to be appropriate.

#20496 Super ST Class

The STAC thanks you for your input.

#20547 Consider reclassing NB Miata (Torsen) to STX from STR

The STAC thanks you for your input. The potential performance level of this car is seen as excessive for the requested class.

#20600 Race Seat Weight Proposal....

The STAC thanks you for your input. This change is not considered in the best interests of the category.

#20684 Move up to 8

The STAC thanks you for your suggestion but is not recommending this change.

Handled Elsewhere

General

#20321 Clarification - protesting a course

Please see item #21026.

Street Touring

#19582 Boss 302 into STP

Thank you for your input. Please see item# 19556.

#20421 Is the Boss 302 eligible for STP?

Thank you for your input. Please see item #19556.

#20423 Classing the 2017 BRZ / 86 Twins

Please see item #20344.

#20592 Reclassing NB Miata

The STAC thanks you for your input. Please see item #20547.

Street Prepared

#20313 Please classify the 2016 Mazda Miata in Street Prepared

Thank you for your input. Please see item #19512.

Tech Bulletins

General

#21021 Appeals Fee Clarification

Per the SEB, clarify 10.3 as follows (provides similar wording to that found in the Protest section):

"10.3 TAKING AN APPEAL

An appeal permitted hereunder shall be taken by filing a written appeal with the Solo® National Office. The notice of appeal shall specify the party or parties making the appeal; shall designate the decision or portion thereof appealed from; shall explain the reason or reasons why the appeal should be heard; and if applicable, which part(s) of the Solo® Rules are considered to have been enforced in a manner that was not fair or equitable to the appellant; and shall be received at the Solo® National Office within ten (10) days after submission of the Intent to Appeal, and shall include the appropriate appeal fee of $50 payable to SCCA®, Inc. A minimum of $25 of the appeal fee may be retained to defray expense of hearing the appeal by the SCCA® on all appeals that are filed. *The appeal fee is waived for appeals filed in an official capacity by the Chief Steward.*

An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA®, Inc. prior to the acceptance of the appeal by the NAC. Under Section 10.6, the AC, in their judgment, may decide that the penalty or other decision of the PC or other committee appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun."

#21027 Car / driver changes

Per the SEB, clarify the first sentence of 4.5 as follows:

"If during the event a vehicle develops mechanical problems, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from the class competition for that day and heat.*"

Street

#20581 Classing of Porsche 2017 718

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

SS

Porsche

718 Cayman S (2017)

718 Boxster S (2017)

AS

Porsche

718 Boxster (2017)

718 Cayman (2017)

#20604 2017 Camaro 1LE

Per the SAC, please add the following new listings to Appendix A effective 1/1/2017:

AS

Chevrolet

Camaro 1LE V8 (2017)

BS

Chevrolet

Camaro 1LE V6 (2017)

Street Touring

#20344 Please class the 2017 BRZ and 86

Per the STAC, add the following new listings in Appendix A:

STX

Subaru

BRZ (2017)

Toyota

86 (2017)

Street Prepared

#19512 ND Miata classification

Per the SPAC, add the following new listing to Appendix A:

BSP

Mazda

MX-5 (ND chassis), all

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 6, 2016

The Club Racing Board met by teleconference on December 6, 2016. 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 liaison; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

Prod

1. #21035 (Production Committee) Request for Resumes for New Production Committee Members

The Production Advisory Committee is seeking new members. Please submit resumes through the CRB letter system at crbscca.com.

No Action Required

P2

1. #20727 (David O'Leary) Restrictors for 1000CC Engines

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

2. #20764 (George Dean) Proposed Restrictor Size Changes

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

3. #20777 (Craig Farr) #20671 (Formula/Sports Racing Committee) Competition Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

4. #20804 (Jeff Shafer) P2 Rules Adjustment

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

5. #20805 (Sherman Chao) Reducing Restrictor Sizes for MC Engine Cars

Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

6. #20848 (John Gyann) P2 Proposed Changes
Thank you for your letter. The CRB appreciates your comments and will continue to monitor the performance in P2. Additionally, the implementation of this modification has been changed to 4/1/2017. Please see the response to letter #21075, Technical Bulletin and Race Memo 16-09.

GCR
1. #20709 (John Nesbitt) Comment on Letter #20155
Thank you for your letter. Consideration was given and the Club wants to emphasize the serious nature of the issue.

2. #20754 (Jason Stine) Proposal For Club Racing SWAT Team
Thank you for your thoughts. The CRB fulfills the roles you mention in your letter. Those interested in CRB membership should get experience through an Advisory Committee. If interested, please submit your resume to an Advisory Committee at crbscca.com.

GT2-ST
1. #20601 (Craig Anderson) OEM and Aftermarket ABS
Thank you for your letter. OEM ABS requires no weight penalty. Aftermarket ABS requires a 100 pound weight penalty.

GTL
1. #20649 (Lynette Stalzer) More Balance
Thank you for your feedback. If you have a specific car for which you would like to request a competition adjustment, please submit another letter.

STL
1. #20086 (David Palfenier) Honda vs. Mazda
Thank you for your letter. The CRB has recently made some additional non-USDM engines available for Mazda Competitors. The CRB will continue to monitor performance.

STU
1. #20840 (Edmond Lo) K20Z3 Swap Into an Acura
Thank you for your letter. Per GCR 9.1.4.G.1.a (p597 Nov GCR), you can install the Honda K20Z3 into your Integra Type R. Your base minimum weight is determined by the displacement of the installed engine; in the case of the K20Z3 in the Integra it would be the 2L displacement weight.

T1
1. #20393 (David Mead) Clarification on Porting Allowance
Thank you for your inquiry. Per 9.1.9.1 Engine Rule 23 and 25 are clear as written.

T2
1. #20707 (Ron Randolph) T2 GCR as It Applies to the 2008 Porsche Cayman 3.4L
Thank you for your letter. The weight for this car is correct. Worth noting, ballast is not required for this car. Meeting minimum weight is required on the specification line and weight can be installed anywhere. A Lexan front windshield is not permitted in T2-T4. Also, the

competitor is advised he can race this car in T1, as configured for the other organization mentioned in his letter.

T2-T4

1. #20858 (Oscar Jackson) Camber Rule?
Thank you for your letter. The rule is adequate as written. The camber limits are set such that all T2-T4 cars can achieve maximum camber within the rules and allowances. The CRB will continue to monitor for any camber slip DQs.

T3

1. #20666 (Touring Committee) Gilsinger's Thoughts on T3
Thank you for your letter. Recent changes have been made to T3 and the CRB will continue to monitor the class.

Not Recommended

F500

1. #20355 (Jay Novak) 4 Stroke Motorcycle Engines
Thank you for your letter. The CRB does not recommend this change.

FM

1. #20965 (Larry Howard) Un-Restrict Mufflers and Supertrap Silencer
Thank you for your letter. The CRB does not recommend this change. Please contact the FM manufacturer, Moses Smith Racing, for more information on the muffler.

P1

1. #20591 (Ralph Provitz) Adjustments to Staudacher Cars
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

2. #20607 (Kevin Kloepfer) 34MM Duratec Restrictor
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

3. #20741 (Brian Roberts) Some Revised Engine Rules and Class Structure
Thank you for your letter. The plan submitted has a key component, namely reducing the weight of 1 liter motorcycle-engine cars to 950lbs., which is not in keeping with the original intent of the P1 class. Reducing the weight of the 1 liter cars to 950lbs. is not achievable for most P1 competitors (in those cars) due to cost, construction factors, and weight of the average driver. Additionally, there is no data that supports the position that increasing P1 top speeds and reducing lap times would increase class participation or improve competitiveness within the class. The CRB and FSRAC will continue to monitor competitiveness within the class using all available data, including the AIM Solo data.

4. #20742 (Keith Carter) Requested Rule Change
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

5. #20744 (Gianpaolo Ciancimino) Engine/Weight Adjustments
Thank you for your letter. The CRB does not recommend these changes. Please see the

response to letter #20741.

6. #20745 (Miles Jackson) Some Revised Engine Rules and Class Structure
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

7. #20746 (Jeff Shafer) DP02 Spec Line Updates
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

8. #20748 (Jim Hallman) Revisions to Engine and Weight Rules in P1
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

9. #20749 (Jeff Shafer) Classify the Radical SR8
Thank you for your letter. The CRB does not recommend this change because V-8 engines are outside the P1 class philosophy. Competitors who wish to race the Radical SR8 may compete in the Regional Only ASR class.

10. #20753 (Jeff Shafer) P1 Rule Adjustments
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

11. #20756 (Greg Bell) Recommending Changes to the Engine Table
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

12. #20762 (George Dean) Revised Engine and Weight Rules
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

13. #20763 (George Dean) Allowance for More Competitors
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20749.

14. #20765 (MIchael Devins) Updated Engine Table
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

15. #20766 (Richard Cottrill) Weight Changes
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

16. #20779 (Victor Seaber) Elan DP-02 Rules Update
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

17. #20782 (Jim Devenport) Manifesto for P1
Thank you for your letter. The CRB appreciates your comments and will continue to monitor

class participation and performance.

18. #20784 (Kirk Kindsfater) Suggested Changes to P1 Engine Table/GCR Rules
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

19. #20785 (Alastair McEwan) Elan DP-02 Restrictor and Performance
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #20641, Technical Bulletin.

20. #20787 (Alastair McEwan) Elan DP-02 Restrictor and Performance
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

21. #20788 (Bob Wheless) Elan DP-02 Rules Update
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

22. #20789 (Bob Wheless) P1 Rules Update
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

23. #20791 (Gary Stevens) Prototype 1 Rules
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

24. #20794 (Naris Nilubol) Suggested Changes to GCR and P1 Engine Table
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

25. #20796 (John Salmon) Elan DP-02
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20641, Technical Bulletin.

26. #20799 (Jim Devenport) Four Rule Change Proposal with Broad Support
Thank you for your letter. The CRB does not recommend these changes. Please see the responses to letters #20741, #20749, and #20641, Technical Bulletin.

27. #20896 (Jeff Lederman) Proposal for P1 Changes
Thank you for your letter. The CRB does not recommend these changes. Please see the response to letter #20741.

GCR

1. #20767 (Brad McCall) Allow E85 Fuel
Thank you for your letter. Use of E85 is not compatible with the Club's current dielectric test. It could create a more oxygenated fuel. The Club Technical Department could evaluate under what circumstances E85 could be used and tested within Club procedures.

GT1

1. #20550 (Matthew Mylin) Roll Cage Exception
Thank you for your request. The roll cage rules are adequate as written. All listed requirements should be met.

GT2
1. #20370 (Scotty B White) Viper Weight Reduction
Thank you for your letter. The car is correct as classified.

GT2-ST
1. #20490 (Kyle Jackson) Compression Chamber Porting
Thank you for your letter. Your request is not within class philosophy.

2. #20520 (Amir Haleem) Allow Front Canards for Toyota Supra
Thank you for your letter. Your request is not within the GT class philosophy at this time. The CRB and GTAC are discussing approval of canards for all cars in GT2 and will soon ask for member input.

GTL
1. #20669 (ANTHONY MAC) Body Request
Thank you for your letter. This car was not imported into the US market as a Toyota.

EP
1. #20628 (Chuck Baader) Wheel Sizes
Thank you for your letter. At present, any IT car that is also classified in production can race in the applicable production class if the car meets IT specifications for that car. Thus there is no need for the suggested change.

FP
1. #20612 (Rick Haynes) FP Lotus Adjustment Request
Thank you for your letter. The CRB does not recommend this change.

2. #20714 (Tom Thompson) Allow 16 inch Diameter Wheels for 2001-2002 Dodge Neon
Thank you for your letter. This car is currently classed with 15x7 wheels. This is the proper default size based on what the base model Neon came with from the factory. There are a great number of 15x7 wheels on the market. That size does not create brake clearance problems and is appropriate for the weight of the car. Use of a 16” diameter wheel would reduce the number of tire options available to a competitor.

HP
1. #20850 (Oscar Jackson) Honda CRX 84-87 Wheel Size Adjustment.
Thank you for your letter. There are a number of manufacturers making the size of wheel specified for this car and a change in wheel size would require other competition adjustments for this car.

SM
1. #19991 (David Wheeler) Allow Replacement Drive Shaft U-Joints
Thank you for your letter. SM cars must use a Mazda drive shaft and u-joints. Mazda is working on reducing the price to the racer.

2. #20048 (Spec Miata Committee) Track Width Changes
The rules are adequate as written.

3. #20596 (Tom Sager) Help the 94-97 Miata
Thank you for your letter. Recent rule changes for the 94-97 have been implemented to ensure parity. The CRB will continue to monitor parity for all model years.

4. #20717 (Alberto Goncalves) Additional Weight Reduction Options
Thank you for your letter. All model years can achieve minimum weight with proper preparation. The rules are adequate as written.

STL
1. #20624 (Rich Walke) Weight Adjustments
Thank you for your letter. Please see the response to letter #19903, November Fastrack Minutes. The CRB does not wish to make any further adjustments to the RWD adders at this time and will continue to monitor the class.

2. #20646 (David O'Malley) Aerodynamic Parity In Super Touring
Thank you for your letter. The CRB does not wish to change Super Touring wing regulations at this time.

3. #20860 (Chris Jurkiewicz) Allow Bigger Brake Option for 2595lb+ Cars
Thank you for your letter. Super touring classes are managed through the use of as many common parts of the vehicles as possible. Wheels, Tires, Maximum cam lifts, maximum brake rotor size, etc.

4. #20887 (Blake Meredith) Increase Compression Ratio
Thank you for your letter. The CRB does not wish to allow compression ratios in STL greater than 11:1, except as delivered from the factory.

STU
1. #19678 (Chris Jurkiewicz) Remove Diffuser from Lotus Exige
Thank you for your letter. There is no practical way to ask this model to remove its diffuser.

2. #20374 (Eric Thompson) TIR Scale Calculator vs. Displacement vs. NA vs. Driveline
Thank you for your letter. The CRB does not wish to make changes to the TIR charts at this time. The CRB will continue to monitor the class.

3. #20537 (Jim Drago) MZI Engine in STU
Thank you for your letter. The CRB does not wish to vary displacements for engines in STU with un OEM bore or stroke to meet displacement requirements.

4. #20795 (Peter Federlin) Wheel Size Change
Thank you for your letter. The CRB does not wish to change wheel sizes at this time.

5. #20862 (Chris Jurkiewicz) Allow Bigger Brake Option for 2900lb+ Cars
Thank you for your letter. Please see the response to letter #20860.

T1
1. #20711 (Isaac Preston) T1 Composite Doors
Thank you for your letter. Please see the response to letter #20678, December 2016 Fastrack Minutes.

Recommended Items for 2017

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.

F500
1. #20704 (Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations
Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

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.*

FV
1. #19972 (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 (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 (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 (Club Racing Board) SMG Rules for 2017
The CRB recommends changes to the SMG rules for 2017. The CRB recommends this rule change become effective **3/1/17**.

SCCA Spec Mustang (SMG)

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

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

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

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

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

1) Eligibility

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

2) Specifications

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

b) **TRANSMISSION**:
5-speed manual, factory

c) Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches
~~The~~ Front and rear track measured from outside to outside of tires front and rear:
Front: 75 inches Rear: 74-3/8 inches

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

e) Allowed *I*~~nterior~~ *M*~~Modifications~~:

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

(2) Driver "dead pedal" allowed

(3) Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method

(4) Interior rear view mirror is open *and mandatory*

(5) Emergency brake may be removed

(6) Removable steering wheel allowed

f) Body

(1) Body to remain intact including rocker panel valance~~.~~ ~~and~~ *M*~~m~~ust run ~~with~~ the ~~addition of~~ Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed. ~~but SCCA will monitor appearance of car and not allow cars with cracks in, or obvious stretching of fenders~~.

(2) Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. ~~Removal of side windows will be required to accommodate the rollover system side protection~~. Windshield and ~~backlite~~ *back light* may have retention straps installed.

(3) Trunk lock assembly to be removed and replaced ~~by~~ *with* external fastener(s)

(4) Hood pins allowed *and encouraged*

(5) 1” square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed

(6) Stock *side* ~~rear~~ view mirrors to remain in place and functional

(7) Fuel cells are not allowed

(8) Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.

f) Safety:

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

(2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional ~~if so desired for non-racing events.~~ Six-point harness is required for driver and ~~same for~~ passenger *(*if seat is installed*)*.

(3) Window net ~~to be installed~~ *required* on driver’s side.

(4) SCCA compliant fire bottle or fire system required.

(5) GCR compliant, (per Section 9.4 GT and Production Car specs) roll cage ~~installed~~ *required*, double side bars required both sides. SMG ~~cars~~ *roll cages* limited to 6 points of contact to the car. Optionally, two additional bars, extending forward to, but not penetrating the firewall for foot protection may be added. Additional gusseting connecting the cage to the body is also prohibited.

(6) Master on/off switch to be mounted at lower front of driver's window, not to block rear view mirror.

(7) ~~Welded~~ *Steel* tow hooks required front and rear, *welded to bumpers*.

g) Suspension:

(1) The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN CCS-40-1000SPEC is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.

(2) Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: ~~CFS-40-1000SPEC~~*CSS-40-1000-JRI-SMG*, rear shock system PN: ~~SHK-40-1000SPEC~~ *SHK-40-1000-JRI-SMG*.
Or: J*R*~~r~~i Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-~~SA~~SMG
No mixing of the Koni and Jri shocks is allowed.

(3) Spring rates: 600 lbs. OR 500 lbs. front, 450 lbs. OR 400 lbs. rear.

(a) Eibach part numbers

1. Front 0700.250.0600; 0700.250.0500
2. Rear 0800.250.0400; 0800.250.0450

(4) Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG Alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex ~~Engineering~~. The JRi front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees c ance issues, resulting from this modification, are g of body to allow further travel. Caster: min. + M5CC-5 or CCP197-05-09.

Illustration of s section g) 4.

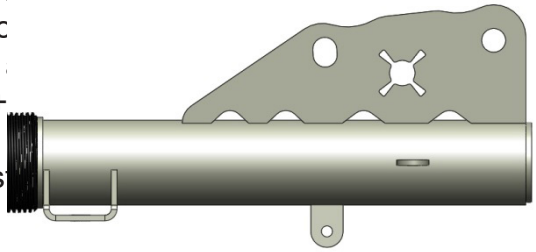


Figure **1**: SMG Strut housing with Slotted Upper Hole.
(Note: JRi housings have the slot on the bottom hole)

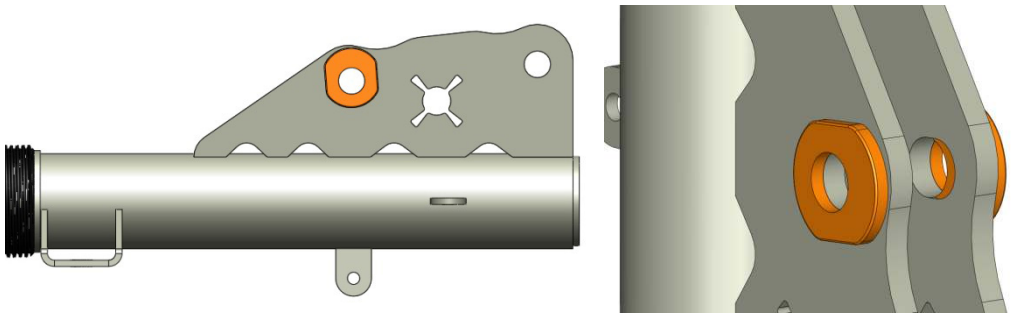


Figure **2**: SMG Strut Housing with Camber Slug Installed.

REAR:

(5) Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.

(6) Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).

(7) Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.

(8) Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY

(9) Cortex Watts Link package, PN CWL-40-1000~~SPEC~~*SMG*

(a) Cortex's differential cover: incorporates the Watts pivot mount as well as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.
(b) Eibach PN 35101.310 ~~(formerly Ford Racing)~~ front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only)

(c) Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016
(d) Upgraded ball joints (Steeda X5), PN 555-8108
(e) Lower control arm part #M-3075-RA is allowed

FRONT:

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

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

~~(12)~~*(11)* Cortex Racing Adjustable length anti-roll bar end links for corner balance

~~adjustment~~, PN ARB-40-1002. (Included with CSS-40-1000~~SPEC~~*JRI-SMG*)

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

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

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

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

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

h) Brakes:

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

(2) Rear brakes stock caliper required. Aftermarket rotor of stock size allowed. Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the Stop*T*~~t~~ech knockback spring.

(3) Shelby GT500 ABS module required*,* Ford Racing PN M-2353A

(4) Stainless braided lines are allowed

(5) Brake pads free

(6) Ducting to front and rear brakes is allowed

(7) Removal of dust shields front and rear is allowed (highly recommended)

(8) The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.

i) Transmission/Differential:

(1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMG cars will be 5speed/3.33 ratios for the 2016 season.~~

(2) Ford Racing Short-shift kit with knob ~~allowed Ford~~ PN M-7210T~~– Also available as~~*,* Hurst PN 391-0201*,* ~~– This part is not required. Additional shifter allowed is~~ *or* MGW Short Throw shifter for 2005-2009 Mustang GT ~~(not including GT500 option)~~. Stock shifter can be run.

(3) Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside ~~cabin~~ *trunk* this triggers need for full bulkhead of trunk area

(4) ~~Safety straps or~~ Driveshaft loop ~~to protect the driveshaft from dropping in case of failure are~~ required

(5) Metallic, one-piece driveshaft is allowed

j) Engine:

(1) No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.

(2) Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.

(3) Dyno testing may be required if it appears ~~than~~ *that* an engine in a competing car has an edge in power. Determination of any potential power advantage will be made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.

(4) Engine is to be unmodified internally. No balancing or blueprinting is allowed.

(5) Ford Racing radiator required: M-8005-MGT ~~Also available as~~ *or* BE COOL PN 60205

(6) Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A *or* Moroso PN 63768

(7) Long tube headers: Borla PN 17237 ~~which includes the~~ *with* X pipe. ~~This is the same header system that was formerly a Ford Racing part~~. (Ford Racing short tube on Miller cars grandfathered)

(8) Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06. ~~(Does not come with Ford calibration tool which is good since we cannot use it anyways)~~

(9) Ford Racing power steering cooler required: Ford PN M3746A or Derale PN 13225

(10) Ford Racing idler pulley required: PN M19216-D46 ~~Also available as~~ *or* Dorman PN 34191

(11) ECU tuning is allowed ~~but this does~~ not ~~change~~ to exceed the HP limit regulation listed above *in J(2)*

(12) The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)

(13) Fuel shall comply with GCR Section 9.3.26.

(14) Clutch replacement: The following specified replacement clutch parts are*:* ~~stock-sized 11" disc that represent no performance enhancement, but some additional longevity:~~

(a) ~~5 speed:~~ Clutch disc Centerforce PN DF380800
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.

(15) ~~Both:~~ Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.

(16) ~~Both:~~ Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.

(17) Road racing oil pan, Moroso P/N 20548/18548 is allowed

(18) Ford Racing high volume oil pump #M-6600-F46 is allowed

(19) EVAP/emissions system components on engine and chassis may be modified, removed, or disabled but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil /air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.

(20) ~~Rehagen Racing~~ (Ford Racing# M-6038-R) or Prothane (#6-505-BL) motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.

l) Exhaust:

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

m) Electrical:

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

n) Aero package:

(1) All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009

(2) Splitter, two options allowed:
(a) Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
(b) Front fascia that includes integrated splitter: Steeda part PN 555-0500

(3) Miller Cup Mustang carbon fiber splitter grandfathered *on Original Miller cars*

o) Wheels/Tires:

(1) Jongbloed Wheel, Part PN 70010545 - 18” X 10.5” front and rear. All tires and wheels on car must be the same size.

(2) Wheels for practice and rain conditions are free; they must all be the same size.

(3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~
SMG cars competing in Touring Category may run any tire that meets 9.3.45~~4~~ *4* and that meets the size specified by the SMG rules *(max tire size 295, aspect ratio open). SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*

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

p) Graphic Requirements:

(1) All Spec Mustang must have SCCA Club Racing decals on each side and front *per GCR, SMG Class stickers and numbers per GCR.*

(2) ~~Mandatory stickers on sides of car: (a) Hooked On Driving~~
~~(b) Cortex Racing~~
~~(c) Jongbloed Wheels~~
~~(d) Competitors who wish to be eligible for the On Edge Performance L.L.C. contingency must display a total of three ‘BFGoodrich’ & ‘On Edge Performance’ decals in the following positions: one on each front fender and one on the front bumper.~~ *Other graphic requirements are based on annual sponsors, to be distributed accordingly.*

q) Allowed options:

(1) Tiger racing vented, fiberglass hood

(2) AIM dash/transponder system

(3) Oil Cooler - Derale PN 52508 *or equivalent*

T2-T4
1. #20863 (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 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.

GCR
1. #20215 (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 ~~1/1/17~~ *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 ~~1/1/17~~ *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.~~

Taken Care Of

EP

1. #20243 (Kip Van Steenburg) Necked Down Valve Stems
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20261 (Don Tucker) 20088 Necked Down Valves for Level 2 cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

FP

1. #20230 (Paul Jensen) Necked Down Valves for Level 2 Cars.
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20234 (Tom Burdge) Reducing Our Costs
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20309 (Michael Froh) Proposal for Valves in Level 2 Production Cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20362 (David Strittmatter) Limited Prep Valve Rule Change
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20397 (William Hubiak) Letter #20088
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20718 (Steve Hussey) Opinion on Member Letter Requesting to Add Weight to Lotus 7
Thank you for your letter. Please see the response to letter #20612.

HP

1. #20368 (Vesa Silegren) Valve Stem Rule
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

2. #20386 (Chris Schaafsma) Thin Stem Valves

Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

Prod

1. #20088 (Jesse Prather) Valve Stem Rule
The CRB thanks the authors of the letters who responded to this re-posting of the WDYT. Please see the response to letter 20229, Technical Bulletin.

2. #20232 (Don Ahrens) Most Common
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

3. #20238 (Ken Kannard) Neck Down Valves
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

4. #20326 (Tom Feller) Level 2 Valve Stems
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

5. #20354 (Bill Lamkin) Valve Stem Rule Change
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

6. #20356 (Nick Pott) Prather Letter #20088
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

7. #20363 (Brett Whisenant) Level 2 Valve Rules
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

8. #20377 (Ken Nesbit) Necked Down Valves for Level 2 Production Cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

9. #20382 (Jeffrey Norris) Neck Down Valves
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

10. #20390 (David Mead) LP Valves with Cut/Tapered Stems
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

11. #20418 (Ron Bartell) Level 2 Valves
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

12. #20783 (Brian Linn) Necked Down Valves For LP Cars
Thank you for your letter. Please see the response to letter #20229, Technical Bulletin.

ST

1. #20853 (Oscar Jackson) Wing Height Rule
Thank you for your letter. Please see the response to letter #20646.

STL

1. #20770 (Tom Lamb) Rear Wing Mounting Height
Thank you for your letter. Please see the response to letter #20646.

2. #20872 (Thomas Smith) Mazda RX-7 in STL

Thank you for your letter. Please see the response to letter #20810, Technical Bulletin.

3. #20943 (Danny Steyn) Approve the 2% Weight Reduction for Non-ABS Cars
Thank you for your letter. Please see the response to letter #20108, October 2016 Fastrack Minutes.

STU
1. #20851 (Oscar Jackson) Wheel Width for High Weight Vehicle
Thank you for your letter. Please see the response to letter #20795.

Super touring class is managed through use of as many common parts of the vehicles as possible. Wheels, Tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

2. #20852 (Oscar Jackson) Tire Width for High Weight Vehicle
Thank you for your letter. Please see the response to letter #20851.

3. #20855 (Oscar Jackson) Wing Width Rule
Thank you for your letter. Please see the response to letter #20646.

4. #20857 (Oscar Jackson) JR FRS-86 Weight and/or Boost Adjustment
Thank you for your letter. Please see the response to letter #20527, Technical Bulletin.

T4
1. #20681 (Matthew Downing) Remove Weight from the Pontiac Solstice
Thank you for your letter. Please refer to letter #20491, December 2016 Fastrack Minutes for recent recommendations for this car.

2. #20682 (Matthew Downing) Spec Line Adjustment (Ride Height) for the Pontiac Solstice
Thank you for your letter. Please refer to changes for this car in letter #20491, December 2016 Fastrack Minutes.

3. #20683 (Dave Kuteny) Alternate Spring Rate up to #750 for Solstice/Ref Letter #20491
Thank you for your letter. Part numbers listed included springs. Please see the response to letter #20491, December 2016 Fastrack Minutes.

4. #20698 (Michael Sullivan) MX-5s and Indy
Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin for recent changes.

5. #20800 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ
Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Minutes, for recent changes.

6. #20801 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Add Restrictor Plate
Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

7. #20802 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ -Add Weight
Thank you for your letter. Please see the response to letter #20392, December 2016 Fastrack Technical Bulletin, for recent changes.

8. #20803 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ - Reduce Tire Size
Thank you for your letter. Please see the response to letter #20392, December 2015 Fastrack Minutes, for recent changes.

9. #20856 (Oscar Jackson) Unbalanced Re-classification
Thank you for your letter. Recent changes have been recommended for T4, please refer to letter #20392, December 2016 Fastrack Technical Bulletin. The CRB will continue to monitor these changes in 2017 to determine if any additional adjustments are needed.

What Do You Think
GCR
1. #20619 (Jim Rogaski) Clarification of Yellow Flag Rules
The Club Racing Board seeks your feedback on the proposal below. Please send your comments to crbscca.com.

The intent of this request is to open up a dialog with the racing community to get better language in the GCR to assist drivers in better understanding what the club's intent for incident safety should be. In 2016 there were several incidents of EVs being hit or nearly hit during yellow flag situations. Several tracks that use track staff for EV response will no longer do hot track extractions unless the course is either under a black flag all or full course safety car use. **This proposed clarification would allow penalizing individual drivers instead of Black Flag All or Full Course Yellow impacting the entire field.**

This proposal from the Executive Stewards would change the language to more clearly state the intent of SLOW DOWN and what the possible ramification may be if drivers don't slow down.
The purposed language change is as follows:

2016 Current Yellow Flag Rules

6.1. FLAGS

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations.

6.1.1. Meaning of Each Flag

B. YELLOW FLAG (Solid Yellow)

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

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

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.).

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

Proposed 2017 Yellow Flag Rule Change

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed though the incident at a reduced speed. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.

WAVING – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. If you are observed at too high a rate of speed you may be given a Black Flag for a drive through or other penalty. Drive through penalties are not protestable. There is no passing from the flag until past the emergency incident.

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

SM

1. #20525 (Dave Wheeler) Allow Suspension Upgrades

The CRB is seeking feedback on the following proposals for SM. Please respond with your choice to implement Proposal A and/or Proposal B or neither.

Proposal A.

Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa.

Listed components:

All A-arms front and rear upper and lower.
Front spindles
Rear subframe
Rear Hub Support (Rear uprights)

NOTE: some of these components have already been superseded by Mazda

Proposal B.
Allow intractability between listed NA and NB suspension components. i.e., NA components may be used on NB and vice versa. This proposal may be subject to a weight penalty.

Listed components:

Front Subframe
Steering Rack and Tie Rods
Front sway bars.

RESUMES
1. #20404 (Reid Hazelton) FSRAC - Resume
Thank you for your letter. The CRB welcomes Reid Hazelton to the FSRAC.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2016
NUMBER: TB 17-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2017 unless otherwise noted.

American Sedan
AS
1. #20963 (American Sedan Committee) Weight Reductions for All American Sedan Cars
In AS, Cadillac CTS-V (04-07) Restricted Prep, reduce the weight as follows:
~~3470~~ *3420*; ~~3520~~ *3470*
In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), reduce the weight as follows:
~~3300~~ *3250*; ~~3600~~ *3550*
In AS, Chevrolet/Pontiac Camaro and Firebird (93-02), reduce the weight as follows:
~~3300~~ *3250*; ~~3600~~ *3550*
In AS, Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Prep., reduce the weight as follows:
~~3200~~ *3150*
In AS, Chevrolet/Pontiac Camaro and Firebird (98-02) Restricted Prep., reduce the weight as follows:
~~3300~~ *3250*
In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep., reduce the weight as follows:
~~3600~~ *3550*; ~~3650~~ *3600*
In AS, Dodge Challenger (08-14) Restricted Prep., reduce the weight as follows:
~~3500~~ *3450*; ~~3550~~ *3500*
In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), reduce the weight as follows:
~~3200~~ *3150*; ~~3500~~ *3450*
In AS, Ford Mustang Incl. Cobra thru 95 (94-98), reduce the weight as follows:
~~3300~~ *3250*; ~~3600~~ *3550*
In AS, Ford Mustang & GT (94-95) Restricted Prep., reduce the weight as follows:
~~3300~~ *3250*
In AS, Ford Mustang Cobra R 1995 Restricted Prep., reduce the weight as follows:
~~3400~~ *3350*
In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., reduce the weight as follows:
~~3250~~ *3200*
In AS, Ford Mustang Cobra (99-02) Restricted Prep., reduce the weight as follows:
~~3300~~ *3250*
In AS, Ford Mustang Incl. Cobra (99-04), reduce the weight as follows:
~~3300~~ *3250*; ~~3600~~ *3550*
In AS, Ford Mustang GT (99-04) Restricted Prep., reduce the weight as follows:
~~3250~~ *3200*
In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., reduce the weight as follows:
~~3250~~ *3200*
In AS, Ford Mustang GT (05-14), reduce the weight as follows:
~~3300~~ *3250*; ~~3600~~ *3550*

In AS, Ford Mustang Coupe GT 4.6L OHC (05-10) Restricted Prep., reduce the weight as follows:
~~3250~~ *3200*
In AS, Ford Mustang Coupe GT 5.0L (11-14) Restricted Prep., reduce the weight as follows:
~~3500~~ *3450*; ~~3550~~ *3500*
In AS, Mercury Capri (79-86), reduce the weight as follows:
~~3200~~ *3150*; ~~3500~~ *3450*
In AS, Pontiac GTO (04-06) Restricted Prep., reduce the weight as follows:
~~3300~~ *3250*; ~~3350~~ *3300*

2. #20964 (American Sedan Committee) Taller Ball Joints for Listed American Sedan Cars
In AS, Chevrolet/Pontiac Camaro and Firebird (82-92), add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Incl. Cobra thru 95 (94-98), add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Cobra and GT (94-95) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Cobra R (1995) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Cobra and GT (96-98) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Cobra (99-02) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Incl. Cobra (99-04), add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang GT (99-04) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Ford Mustang Mach 1 (03-04) Restricted Prep., add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.
In AS, Mercury Capri (79-86), add the following language to the notes:
OEM-style ball joints with taller than stock stud lengths are permitted.

B-Spec
None.

Formula/Sports Racing
F500
1. #21020 (Formula/Sports Racing Committee) MC engine restrictor change
In F500, Honda CBR600RR (03-13), reduce the inlet restrictor size as follows:
~~30mm~~ *29mm* Flat Plate Intake Restrictor
In F500, Suzuki GSXR600 (03-13), reduce the inlet restrictor size as follows:
~~30mm~~ *29mm* Flat Plate Intake Restrictor
In F500, Yamaha R6 (03-13), reduce the inlet restrictor size as follows:
~~30mm~~ *29mm* Flat Plate Intake Restrictor

FA
1. #20543 (David Arken) 2L MZR Engine
In FA, Spec line P, make the following changes:
Restrictor: ~~(4) 39.5mm~~ *NA*
Weight: ~~1325~~ *1300*

FE
1. #20974 (Formula/Sports Racing Committee) FE tire marking rule
In GCR section 9.1.1.I.13.a., add the following language:
"A competitor shall start the race on *at least 3* tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session."

In GCR section 9.1.1.I.13.b., add the following language:
"For races with more than one qualifying session, a competitor shall start the race on *any 3 or 4* marked tires from any qualifying session for the race."

In GCR section 9.1.1.I.13.c., make the following changes:
"If a competitor chooses to start the race on any*more than one* tire~~s~~ that ~~were~~ *was* not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions."

FV
1. #19287 (Charles McCormick) Oiling Systems
In GCR section 9.1.1.C.11., make the following changes:
~~A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.~~
~~B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.~~
A. The use of any single 6- or 12- volt battery is permitted to power the starter, engine ignition system, gauges and/or data acquisition system, video cameras/recorders and communications equipment.
B: Any secondary batteries are only permitted to run video cameras/recorders, communications equipment and/or gauges and data acquisition systems.
C: If an accumulator (Accusump) is in use in the vehicle, it is permitted to power an electric accumulator (Accusump) valve with the vehicle batteries.

P1
1. #20641 (Club Racing Board) DP02 Specification Correction
The CRB recommends that the Elan VD DP02 Sports Racer be required to comply with the P1 rules, including Table L.
In P1, Table 1 (Spec Line Cars), remove Line D in its entirety.

Remove GCR Section 9.1.8.I., Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.

2. #21028 (Formula/Sports Racing Committee) Competition Adjustments in P1

Effective 03/01/17, in P1, line H, change the restrictor as follows:
~~42mm~~ *40mm* chokes
Effective 03/01/17, in P1, line J, change the restrictor as follows:
~~None Required~~ *30.5mm SIR*

P2
1. #20976 (Formula/Sports Racing Committee) Rear wheel size correction for ESR in P2
In GCR section 9.1.8.H.12., make the following changes:
"Front: 8 in. X 13 in. Part # WM 205001*- OZ Black*
Front: 8 in. X 13 in. Part # WM 205001B- OZ Silver
Rear: ~~8~~ *10* in. X 13 in. Part # WM 205002*- OZ Black*
Rear: 10 in. X 13 in. Part # WM 205001B- OZ Silver"

2. #21040 (Jay Novak) Error or Omission P2 engine table
In P2, Engine Table, A.1, make the following changes:
Restrictor 40mm *See notes*
Weight: *1000*
Notes: Maximum 4 cylinders *Restrictor per 9.1.8.D.L.d*

In P2, Engine Table, A.2, make the following changes:
Restrictor: 40mm *See notes*
Notes: Maximum 4 cylinders *Restrictor per 9.1.8.D.L.d*

3. #21075 (SCCA Staff) Competition Adjustment for Motorcycle Engines in P2
The Club Racing Board wishes to delay the restrictions and weight changes implemented for P2 motorcycle engines in the December Fastrack (#20671). During this delay the CRB will review available data, and do further research on the possible effects of this adjustment.

Effective Immediately, rescind all the restrictor/weight changes in letter #20671.
In P2 Engine Table, B.1, make the following restrictor changes:
Stock ~~36.5mm~~ *37.5mm*
Modified ~~37.5mm~~ *38.5mm*
In P2 Engine Table, B.4, make the following restrictor changes: ~~37mm~~ *38.5mm*
In P2 Engine Table, B.5, make the following restrictor/weight changes:
~~38.5mm~~ *40.5mm*
~~1210~~ *1160*
In P2 Engine Table, B.6, make the following restrictor changes: ~~38.5mm~~ *40.5mm*

Effective 4/1/2017, make the following changes:
In P2 Engine Table, B.1, make the following restrictor changes:
Stock ~~37.5mm~~ *36.5mm*
Modified ~~38.5mm~~ *37.5mm*
In P2 Engine Table, B.4, make the following restrictor changes: ~~38.5mm~~ *37mm*
In P2 Engine Table, B.5, make the following restrictor/weight changes:
~~40.5mm~~ *38.5mm*
~~1160~~ *1210*
In P2 Engine Table, B.6, make the following restrictor changes: ~~40.5mm~~ *38.5mm*
See Racing Memo RM 16-09.

SRF

1. #20972 (Formula/Sports Racing Committee) Allow tack weld on tailpipe
In GCR section 9.1.8.E.2.J., add the following language:
"Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.
Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. Muffler packing of any kind is not allowed beginning 1/1/2017. *Tail pipe may be tack welded to the muffler.*"

2. #20975 (Formula/Sports Racing Committee) SRF floor pan attachment
In GCR section 9.1.8.E.E.i., make the following changes:
"Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece GCR - 812 9.1.8. Spec Racer Ford (SRF) Specifications configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted ~~; spacing no closer than 4"on center~~ *similar to the Enterprises floor pan spacing*. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."

GCR

1. #20616 (Jim Rogaski) Items to be Cleaned up in the 2017 GCR
In GCR section 9.1.8.E.2.A., make the following changes:
"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* ~~, until the start of the 2018 Competition season, at which time~~ SRF (1.9 powered cars) ~~will~~ *may* become a Regional Only GCR Class ~~(effective 1/1/2018)~~."

2. #20617 (Jim Rogaski) Powers of the Stewards of the Meet at the Runoffs
In GCR section 3.7.3., add the following language:
"SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class. SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details. *The Runoffs Chief Steward may modify the Runoffs Supplemental Regulations with approval of the National Office up to a specific date agreed to by the National Office. After that date, the Supplemental Regulations may only be modified by the Runoffs Stewards of the Meeting.*"

Grand Touring

GT2

1. #20143 (Terrence Gilles) Nissan Engine Performance Adjustment
In GT2, Engines -Nissan VQ30, make the following changes to the Fuel Induction column:
"~~Automotive type sidedraft w/ 40 mm choke(s) or 40mm SIR~~ *Unrestricted Automotive type*"
In GT2, Engines -Nissan VQ30, change the weight as follows:
~~2150~~ *2200*

2. #20371 (Scotty B White) Race Tires
In GT2, make the following changes to the top of the GT2/ST spec line note:
"Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive docu-

mentation (e.g., factory manual) of the original displacement for the engine used. ~~DOT tires are required.~~ *Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*"

GT2-ST

1. #20505 (Amir Haleem) Adjust Toyota Supra Weight in GT2/ST
In GT2/ST, Toyota Supra (93-98), reduce the weight as follows:
~~3000~~ *2900*

GT3

1. #20673 (Jose de Miguel) 1987 Mazda 323 Body
In GT3, classify the Mazda 323 as follows:

GT3 Cars - MAZDA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
323	*1985-1989*	*3dr*	*FWD*	*94.5*	

2. #20674 (Jose de Miguel) Please Classify Mitsubishi Lancer 2000-2007
In GT3, classify the 2000-2007 Mitsubishi Lancer as follows:

GT3 Cars - MITSUBISHI / EAGLE					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Lancer	*2000-2007*	*4dr*	*FWD*	*102.4*	

3. #20675 (Jose de Miguel) Mitsubishi 4g93 Engine
In GT3, classify the Mitsubishi 4g93 engine as follows:

Engines - MITSUBISHI / EAGLE									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**	**Weight (lbs)**	**Notes**
4g93	*DOHC*	*81*	*89*	*1834*	*alum crossflow*		*unrestricted*	*2060*	*direct injection not allowed*

GTL

1. #20516 (Bob Clark) Add 2015 and 2016 Years to the GTL Honda CRZ Body
In GTL Cars, HONDA, classify the CRZ as follows:

GTL Cars - HONDA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
CRZ	*2015-16*	*3dr*	*FWD*	*103.1*	

Improved Touring

None.

Production

1. #20769 (Larry Svaton) Error in Spec Line
In EP, Caterham Seven 280, change the notes as follows:
"Level 2 suspension preparation. Engine- Ford Sigma- is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e. and ~~f.~~ *h.2.* Comp ratio is limited to 11.0:1. Valve lift is limited to .390. The roll cage must have a full width, high front and rear hoops that attach using

the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment."

2. #20488 (Gary Johnson) BMW Reclassification
In FP, classify as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/ (in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type
BMW Z3 1.9L	*2*	*2400 * 2460 ** 2520*	*4 Cyl DOHC*	*85.1 x 83.6 (3.35x3.29)*	*1895 (115.6)*	*Iron*	*Alum*	*(I) 33.0 / (1.30) (E) 30.5/ (1.20)*	*(2) Auto-type sidedrafts w/ 30mm choke(s), or fuel injection.*

FP	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
BMW Z3 1.9L	*2446 (96.3)*	*1481/1565 (58.3/61.6)*	*15 x 7*	*5*	*F) 286 (11.3) Disc (R) 280 (11.0) Disc*		*stock throttle body I.D.*	*Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .500" max. OEM hardtop allowed.*

3. #20877 (Norm Murdock) F-Production Rule Change Request
In FP, Ford/Mercury Capri 2000 (71-74), change the weight as follows:
~~2050~~ *2000*
In FP, Ford Pinto, change the weight as follows:
~~2030~~ *1980*

4. #20229 (Jesse Prather) In Favor of Necked Down Valves in Level 2
In GCR section 9.1.5.E.2.f.4., make the following changes:
"Any ferrous (including stainless steel) ~~material~~ *metal* valves meeting the specified head ~~and stock stem~~ diameter *and having the stock diameter for the portion of the stem that travels inside the valve guide* can be used. ~~The diameter of the portion of the valve stem between the bottom of the guide (with the valve on the seat) and the valve head may be up to .005" less than the stock diameter.~~ Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted."

5. #20608 (Mike Ogren) Update Wording for Supporting Documentation, RE Gear Ratios.
In GCR section 9.1.5.E.2.n.5., make the following changes:
"There is no weight penalty for the use of a stock transmission utilizing the stock case, stock gear ratio set (as defined in ~~the~~ *acceptable* factory ~~workshop manual~~ *documentation*) and stock synchromesh style of gear engagement."

Spec Miata
None.

Super Touring

STL

1. #20724 (Super Touring Committee) E&O: Delete 9.1.4.2.H.2
In GCR section 9.1.4.2.H.2., remove the following language and re-number appropriately:
"~~The ITA and ITS RX7 can compete in STL at their listed IT weights.~~"

2. #20810 (matthew miller) Lower Weight on Rotary Cars
In STL, Mazda 13B, change the weight as follows:
~~2589~~ 2498

STU

1. #20337 (Patrick Lipsinic) Turbos: IHI VF39 & VF48
In GCR section 9.1.4.1.H.5., add the following language:
"Factory turbocharged cars must run the stock turbo or any turbo from the following list:
- KKK/Borg-Warner K04
- IHI VF30, *VF39, or VF48*
-Garrett GT2554R, p/n 471171-3"

2. #20527 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Reduce Weight
In STU, Subaru BRZ/ Scion FRS / Toyota 86 with Jackson Racing S/C Kit, change the weight as follows:
~~2850~~ *2800*

3. #20680 (Jake Sieverling) STU Dry Sump Rules Re: BRZ & FR-S
In GCR section 9.1.4.1.B.7., make the following changes:
"~~Dry sump systems are allowed. The dry-sump system is limited to 3 stages. It shall consist of 1 pressure stage and a maximum of 2 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 1 two-port scavenge stage, or a maximum of 2 single-port scavenge stages, such that oil is not being scavenged from more than a maximum of 2 locations.~~ *Dry sump systems are permitted. The oil tank shall be located within the bodywork.*"

4. #20854 (Greg Amy) Approve JDM K20A for STU
In STU, classify the following engine:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K20A (JDM)	*1998*	*Chart + 2%*	

Touring

T1

1. #20414 (Bill Stewart) Is The 996 TT Classed in T1?
In T1, classify the Porsche 996 TT OEM as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Porsche 996 TT OEM	*3600*	*3300*	*(2) 31mm TIR*	*Alternate turbo Evolution Motorsports permitted, part #TBD*	

T4

1. #20846 (Nicole Longhini-McElroy) FIAT 124 Spider

In T4, classify the Fiat 124 as follows:

T4	**Bore x Stroke(mm)/ Disp. (cc)**	**Wheel-base (mm)**	**Track F & R (mm)**	**Wheel Size(in.)/ Mat'l**	**Tire Size (max)**	**Gear Ratios**	**Final Drive**	**Brakes (mm)**	**Weight (lbs)**
Fiat 124	*72.13 x 84.1 1368*	*2309*		*17 x 7*	*225*	*4.3, 2.3, 1.6, 1.2, 1.0, .84*	*3.454*	*280 (F), 280 (R)*	*2650*
	Notes: *The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. 29mm flat plate restrictor required.*								

DIVISIONAL TIME TRIALS COMMITTEE
12/13/16 – Minutes

- *Participants:*

BOD: Lee Hill, Jim Weidenbaum, Tere Pulliam
EP: Jon Krolewicz
DTTC: Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), Chris McMillen (NorPac), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

- *Reports:*

Board of Directors Report - End of Year BOD in Dec, 5 new BOD members, Lee Hill is new Board Chair, Jim W and Tere Pulliam will be TT liaisons. Insurance went up $0.50 per car. TT Sanction remained the same. Weekend Memberships went from $5 to $10. Member dues are up $5.

Ongoing Business:

- National Convention
  - Attendees – Deborde, Machi, Yip,
  - Programs – Presentations being put together by Deborde/Machi. Draft early January. TT How to, Track event How to. 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).
- Awards engraving for National Convention -
- Track Inspection Guidelines – Deborde talked with the Stewards about using the CR program. Should talk to Legal about liability issues. At the Convention, the track inspection session will be open to TT people for the first time.

New Business:

- Reorganization into Track Events (non-competition) and Time Trials (competition) –
  - Track Events Committee – membership (Yip, Machi, ???)
  - Time Trials Committee – membership (Machi, Deborde, ???)
  - Program definition revisions
  - *TTR revisions*

Discussion of the need for National car classing.
Discussion of how to promote TT using social media.

RALLYCROSS BOARD MINUTES | December 6, 2016

The RallyCross Board (RXB) met via conference call on December 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam and Arnie Coleman, BOD liaisons, Chris Albin, incoming BOD liaison for 2017, and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): No incidents have been reported to the committee since the last RXB meeting. The committee has discussed the possibility of an exclusion rule for vehicles prone to rollovers in RallyCross either by a list or a formula using vehicle height and width. The RXB is not in favor of any exclusions at this time. The committee is also considering a safety rule concerning cracked windshields. As no consensus has been reached within the committee, discussions will continue.

- Rules Committee (Keith Lightfoot): The committee has discussed the safety requirements of VW rail buggies in a Regional exhibition class. With no committee consensus about even allowing such vehicles in RallyCross competition, they will continue to discuss the issue. Forum feedback from the membership on studded tire use at the National Championship and National Challenge events favored clarification in the 2017 National Supplementary Regulations and a long-term outcome being addressed through an official rule proposal for 2018.

- RallySprint Committee (Kito Brielmaier): One change will be made to the 2017 RallySprint Rules, which changes the displacement limit for vehicle classification from 2,500cc to 2,501cc for R2O and R4O. This will be done to avoid the current conflict in displacement limits. The next scheduled event is the Waste Management RallySprint on February 18, 2017.

- National Championship Committee (Mark Macoubrie): All current members of the committee have agreed to remain on the committee for 2017. Macoubrie would like an additional member to the committee and will send out a request for applications immediately. Macoubrie also distributed to the RXB a summary of feedback comments from the chiefs involved with the 2016 RallyCross National Championship.

- Divisional RallyCross Stewards Liaison (Ron Foley): No updates as the Stewards did not meet in November.

Old Business

- 2017 National Convention awards: The RXB discussed and voted on the recipients of its annual awards to be presented at the 2017 SCCA National Convention. Those awards are the Regional RallyCross Achievement, Divisional RallyCross Achievement, Spark Plug, and Dirty Cup awards.

- RallySprint and RallyTrials added to website and Facebook page: Macoubrie asked if

it was possible to get separate tabs on the SCCA website for RallySprint and RallyTrials. Hyatt had looked into it and learned that the website lacks the capability to add more tabs.

- RallyCross event national database: Macoubrie distributed to the RXB a spreadsheet with information from RallyCross events across the country. It was comparative from 2015 to 2016 and included location, attendance, vehicle manufacturers, classifications, membership, and much more information to help analyze participation in the RallyCross program. It will also be available to Regions and Divisions to analyze their programs and target areas of improvement.

New Business

- 2017 planning for Challenges and Championship: The RXB discussed the National Challenge and National Championship events for 2017. Plans are to follow the same format from 2016 with three National Challenge events (one each in the east, west, and central areas of the country) and the National Championship event. Negotiations on locations and dates are ongoing. Once contracts for those events are confirmed, the details will be released. The RXB also discussed promotional responsibilities for and possible format adjustments to the Challenge events. Feedback from the membership will be solicited on the forums for those format adjustments to the Challenge events.

- Adding content to Facebook: Macoubrie inquired about regularly posting fresh content on the Facebook page. Hyatt indicated that the RallyCross program would need to generate its own content and the National office would be able to post that content as needed.

- Roles and responsibilities for 2017: The RXB extended appreciation to Karl Sealander for his years of service on the RXB. As this opens a vacancy on the RXB, a seventh member will be needed. Anyone interested in serving on the RXB can send a résumé to rxb@scca.com. Mark Macoubrie will assume the role of secretary for the RXB starting January 2017. All other roles and responsibilities will remain unchanged for 2017.

Next meeting: January 3, 2017

Submitted by Karl Sealander, RXB Secretary

Sports Car Club of America
***RoadRally* Board Minutes**
December 7, 2016

The RoadRally Board met via conference call on December 7, 2016; meeting called to order at 7:42 CST by Chairman Rich Bireta. In attendance: Rich Bireta, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, new BOD liaison Earl Hurlbut, SCCA staff member Jamie Mullin, and Jeanne English, RRB secretary; not present: Clarence Westberg.

At last week's BOD meeting, Peter Schneider and Mike Bennett were approved as new RRB members for 2017. Earl Hurlbut was appointed as a new BOD liaison, he will be working with current BOD liaison Bob Dowie. Earl is a long time SCCA member who last rallied back in the '70s; since then he has been primarily involved in club racing, this is his first term on the BOD.

Minutes: November minutes stand as published.

Front Burner Items:

1. RReNewsletter – The December issue is expected out momentarily. Reminder: Text "roadrally" to 22828 to subscribe.
2. Introduction of new RRB members and BOD Liaisons – see second paragraph above.
3. Planning Calendar – a new calendar has been posted on the SCCA website; event organizers are encouraged to get their dates in, even if tentative; the calendar already has 16 national rallies scheduled.
4. SCCA Staff Attendees - Jamie
    a. Convention Registration – convention is January 19-21; travel on Thursday, make your own hotel reservations, use the SCCA link.
    b. Convention Program - Annual Meeting Thursday afternoon, Road Rally meetings are on Friday (see schedule to verify)
    c. Sunday meeting room reserved for RRB face-to-face meeting.
    d. Ballots for Teter / Gervais awards - about half have been returned as of today
    e. BOD Approval of rules changes for 2017 – the BOD approved all rules except the one about Road Rally stickers, so they are still required; this can be revisited next year; see item 8.b. below.
5. Regional Development Committee – Jay: Rich said he is looking forward to next year on the RRB, he thinks the new additions to the RRB share a common interest of developing rally at the regional level; Rich thanked Jay for his nice

job on putting together some road rally intellectual property. Jay keeps writing articles and coming up with content for Cheryl for RReNews; he has a concern that he is seeing a problem that road rally is seen as places where national events are held, but not local events, local events are not being done as regionals but instead are being done by other clubs; what can we offer those clubs to encourage them to be part of the SCCA program, we need to recognize what is inhibiting them. Jay needs a repository for materials, Rich has been working with Jon at SCCA HQ to put a structure in place such that the landing page has what you need, and you don't have to go to downloads. There is a commitment from HQ for support. Jim reported the good news is that even with all the data not in yet, attendance was up more than 10% over 2015; 5 regions put on events last year but not this year; 7 regions put on rallies this year that had not done rallies in 2015. Jay wants to contact those 5 regions that did not put on rallies this year to find out why.

6. NEC Report - Mike
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Yucatan Safari (LOL), January 14.
        ii. Mark Haas Memorial Weekend (South Jersey) March 18-19 National/Div
        iii. Desert Sands, Desert Sins, 2 National Course Rallies, Arizona Border, March 4-5
        iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21

        Things looking very good for 2017; 10 national course rallies, 6 national tour rallies already on calendar. Mike said he foresees no major rules changes, maybe some tweaks.

        Mike and Cheryl had lunch to discuss the 2017 USRRC; it will be one divisional event run over three days, with awards daily as well as for overall; things are being planned, with emphasis on an 'Alaska experience' rather than a points-gathering event; Peter will do the precheck. Jim asked Mike to make it clear to Cheryl that the level at which to sanction the USRRC is up to her, not the NEC or RRB.
7. Pointskeeper status - John – points standings are up to date, except for a few late in the season rallies.
8. New Business
    a. Other items of new business – none
    b. Road Rally stickers: Per the RRRs, on SCCA national events every car is supposed to have an SCCA national road rally sticker on both sides of the car. Reasons to not have this rule include: they attract attention to the rally cars, perhaps causing locals to think we are racing; the false belief that the stickers were no longer available. This can be revisited, perhaps at the convention.
    c. Rich said that for him 2016 been a really good year on the RRB, perhaps his best ever of his 5 years on the RRB. He also asked that we read 'From the SCCA Road Rally

Board Chair' that was sent out today to organizers, especially the section about volunteers. One of the benefits of being a volunteer in multiple organizations is the opportunity to meet new people from across the country. Rich acknowledged John and Clarence's contributions to the RRB over their tenure. Many of these contributions are behind the scenes and not visible to the general rally community (neither will be returning to the RRB in 2017).

Motion to adjourn at 8:44 PM CST
Next meeting at the SCCA Convention
Respectfully submitted,
Jeanne English, RRB Secretary

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:
https://www.scca.com/events/1981888-2016-tire-rack-solo-national-championship-presented-by-garmin-virb

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2017

SOLO EVENTS BOARD

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SOLO EVENTS BOARD | December 28

The Solo Events Board met by conference call December 28th. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; incoming SEB members 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

Member Advisories

General

#21306 Advisory Committee Personnel

The SEB is seeking applicants for all Advisory Committees. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

#21307 Nationals Positions

The SEB is accepting applications for the Course Designer position for the 2017 Tire Rack Solo Nationals. Interested members are invited to submit their qualifications and relevant experience in writing via www.soloeventsboard.com

Street Touring

#21247 Personnel changes

The SEB thanks Matt Murphy for his service as a member of the STAC.

Street Prepared

#21243 Personnel changes

The SEB thanks Brian Burdette for his service as a member of the SPAC.

Prepared

#21246 Personnel changes

The SEB thanks Fred Zust for his service as a member of the PAC.

Modified

#20659 Current rule proposal in November Fastrack

The definition of Traction Control as referenced in Section 18.0 does not include

measurements of the rotational speeds of engine and/or drivetrain components, so long as those measurements precede the first differential or equivalent device.

#21245 Personnel changes

The SEB thanks Clemens Burger for his service as a member of the MAC.

Change Proposals

General

#21111 Docol R8 tubing (steel) for roll bars

Add after first sentence in Appendix C, subsection B.1:

"*Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130).*"

Prepared

#20090 Please add a years cap and split boxster and cayman

The PAC believes that the newer generation Boxster and Cayman R are above the current performance envelope of F Prepared. The PAC recommends updating Appendix A as follows to omit the 981 and 718 models from the listing.

FP

Porsche

986/987 Boxster & Cayman (1996-2012)

Other Items Reviewed

General

#20222 Reliable live timing & Nationals video

Thank you for your input.

#20235 #17410 class progression

Thank you for your input.

#20245 Nationals, procedures, workers, courses

Thank you for your input.

#20247 2016 Nationals

Thank you for your input.

#20258 Speed / Safety Restrictions in Paddock for Solo Nats

Thank you for your input.

#20262 Regarding protests in DP at solo nationals 2016

Thank you for your input.

#20264 Standing for Appeal of Protest

Thank you for your input.

820271 Requiring lights on vehicles dusk to dawn.

Thank you for your input.

#20279 Solo National Event Run Order

Thank you for your suggestions.

#20281 Nationals H5E Protest and Appeal

Thank you for your input.

#20303 Future Street and ST tires

Thank you for your input.

#20594 Reply to September Fast Tracks

Thank you for your input. The SEB believes the exclusion of JDM cars is appropriate.

Street

#20743 Please class Porsche 718s

Thank you for your input. Please see the response to letter #20581

#20897 2017 Camaro 1LE Class

Thank you for your input. Please see the response to letter #20604 in the January Fastrack.

#20920 Letters 20099 and 20246 response

Thank you for your input.

#20930 Add c7 z06 to SSR

Thank you for your input. The SAC will continue to monitor the competitive balance of vehicles classed in SSR, for consideration of additional vehicle classifications.

#20932 Support for #20099 SSR numbers and #20246 Changes to SSR

Thank you for your input.

#20938 SSR changes in December Fastrack are great

Thank you for your input.

#20954 Comment on purposed SSR changes

Thank you for your input.

#20966 Support of Dec Fastrack SSR proposals

Thank you for your input.

#20978 SSR / Dec FasTrack

Thank you for your input.

#21068 Need classing for 2017 SS 1LE

Thank you for your input. Please see the response to letter #20604 in the January Fastrack.

Street Touring

#18972 ECU's, Piggybacks, and Pandora's Box, Oh My!!!

Thank you for your input.

#20644 ECU Tuning in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20926 Boost Tunes in ST Classes

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20927 Allow ECU tunes with boost changes in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#20929 We already have CAM-C

Thank you for your input. The STAC will continue to monitor the competitive balance of vehicles classed in STP, for consideration of additional allowances and vehicle classifications.

#21076 Turbo cars in ST

Thank you for your input. Please see upcoming Fastracks for updates on these issues.

#21082 Proposal 19179

Thank you for your input

Not Recommended

General

#20422 Street & Street Touring 200TW Revision Request

The SEB will continue to monitor street tire availability and performance.

#20453 Draft a weather rule for national level autocross events

Thank you for your input.

Street

#20845 Lotus Evora S from SS to AS

Thank you for your input. The SAC believes the Evora is appropriately classed.

#20911 2002-2006 Mini Cooper S

Thank you for your input. The SAC believes the Minis are appropriately classed at this time.

#20916 Gen 6 1LE, GT350 general ponycar classing

The SAC does not believe the GT350 is appropriate for classing in BS. Regarding the Camaro, please see the response to letter #20604 in the January Fastrack.

#20933 Wheel allowances in SSR - please do 20

Thank you for your input.

#20934 Move G37 Coupe and Sedan from FS to DS

In light of the recently-approved proposal, at this time the SAC will continue to monitor the competitive balance of DS in 2017 before considering any additional changes.

Street Touring

#19851 Input on #19258

The 2009-2014 WRX is classed in STX for 2017. The STAC does not believe the proposed wastegate/boost controller allowances are appropriate for the class.

#20696 Correction to Letter 20493

Thank you for your input. The STAC believes the Abarth to be correctly classed at this time.

#20984 Move NA and NB Torsen Miatas from STR to STX

Thank you for your input. The STAC doesn't believe that this is in the best interests of STX at this time, and will continue to monitor the performance of the category and the

cars in question.

Street Prepared

#19420 Corvette C5 and Corvette C6 on separate lines in Appendix A

Per the SEB, combining C5 and newer Corvette chassis on one line is not recommended as it creates a potential for undesirable cross-generational configurations.

Prepared

#20277 Firewall clearances for larger engines

The PAC does not believe that the proposed firewall allowance changes for X Prepared are appropriate.

#20904 Lotus 7 clone in XP

Clones of the Lotus 7 are classified in D or E Modified. The PAC does not feel allowing clones of the Lotus 7 in XP would be appropriate for the class.

Handled Elsewhere

Street Touring

#20227 Remove boost restrictions in all ST classes

Thank you for your input. Please see item #14648 in the January Fastrack.

#20251 Unrestricted boost control in ST (Adoption of SP 15.10.C4)

Thank you for your input. Please see item #14648 in the January Fastrack.

#20311 open ECU/boost

Thank you for your input. Please see item #14648 in the January Fastrack.

#20318 Don’t allow open boost on turbo cars

Thank you for your input. Please see item #14648 in the January Fastrack.

#20455 Boost on turbo cars in ST classes

Thank you for your input. Please see item #14648 in the January Fastrack.

#20499 Allow Boost Tuning Through ECU

Thank you for your input. Please see item #14648 in the January Fastrack.

#20504 Boost Controllers to Limit Stock Boost in ST

Thank you for your input. Please see item #14648 in the January Fastrack.

#20560 Another Option on Boost in ST Classes

Thank you for your input. Please see item #14648 in the January Fastrack.

Prepared

#20939 All Cayman and Boxsters including 3.8 in 981 boxster and Cayman?

Please refer to item #20090.

Tech Bulletins

Street

#20755 Subaru Forester 2.5XT (2004-13) exceeds rollover concern

Per the SAC, the following car does not meet the rollover guidelines and are ineligable for competition in the street category. Therefore this listing is to be removed from class DS:

Subaru

~~Forester XT (2004-13)~~

#20935 Classify Infiniti Q60 (2013-2016) with G37

Per the SAC, add the following to Appendix A effective immediately:

FS

Inifiniti

Q60 (2014-2016)

#20895 2017 Civics with turbos

Per the SAC, the following listing clarifications and additions are to be made in Appendix A effective immediately:

HS

Honda

~~Civic (all)~~

Civic *(1975-2015)(all, excluding 2008 Mugen Si)*

Civic *(2016-2017) (EX, LX, Sport, Touring)*

Street Touring

#20007 Alternate rear spring perch clarrification

Change 14.8.A to read:

"Coil spring perches ~~originally attached to struts or shock absorber bodies~~ may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed."

Per the STAC, this is the intent and common interpretation of this rule. Please also see item #17848 in the April 2016 Fastrack.

#20305 2015 BMW M235i Street Touring Classification

Per the STAC, revise the STU Appendix A listings to include the following vehicle model:

BMW

M235i (2014-2016)

#20847 FIAT 124 Spider

The STAC recommends that the following vehicle be classed in STU and listed in Appendix A

Fiat

124 Spider (2016)

#21101 Classing Request for 2016+ Chevrolet Cruze, all models

Per the STAC, update the following vehicle listing in class STF in Appendix A

Chevrolet

Cruze (2008-*16*)

Prepared

#20090 Please add a years cap and split boxster and cayman

Clarify the current listing for the Boxster/Cayman in FP as follows:

Porsche

Boxster & Cayman *NA*

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 3, 2017

The Club Racing Board met by teleconference on January 3, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charles Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

AS

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

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

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

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

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

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

No Action Required

F500

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

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

GCR

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

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

2. #21083 (Raymond Blethen) Yellow Flag Input

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

GT2

1. #20894 (Joseph Kallas) Vehicle Allowance

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

Specification Line.

T1

1. #20893 (John Buttermore) Upgrade Kit Parts Allowed on OEM Specification Line
Thank you for your letter. This specification line is correct as written. The CRB will continue to monitor T1 in 2017.

2. #21029 (John Pasch) 97 BMW E36 M3 in T1
Thank you for your letter. This car is already classified in T1. Please refer to T1 category rules regarding your rear wing and front splitter.

T4

1. #20988 (Donald Knowles) Mustang Changes
Thank you for your letter. If you run aftermarket wheels, you must run with the additional 25 pounds (weight adder for aftermarket wheels).

Not Recommended

AS

1. #20758 (Dylan Olsen) Fox Minimum Weight
Thank you for your letter. Please see letters #20963 and #20964, January 2017 Technical Bulletin, for additional competition adjustments for this car.

2. #20813 (Joe Aquilante) Classify 2016-2017 Camaro SS and 1LE in Restricted Preparation
Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

3. #20814 (Joe Aquilante) Add 2015 thru 2016 Mustang GT to Restricted Preparation
Thank you for your request. Per 9.1.6.C.4, the CRB plans to monitor the performance of these cars in Touring 2 before considering classifying them in American Sedan.

4. #20868 (Thomas Lane) Dog Box Transmission
Thank you for your letter. Please see the response to letter #21105.

5. #20869 (Thomas Lane) Weight Reduction
Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

6. #20870 (Thomas Lane) Weight Reduction for Over 313ci
Thank you for your letter. Please see the response to letter #21105.

7. #20873 (Nathan Hamlisch) Dog Box Transmission Weight Penalty
Thank you for your letter. Please see the response to letter #21105.

8. #20874 (Nathan Hamlisch) AS Overall Weight Reduction
Thank you for your request. Please see the response to letter #20963, January 2017 Technical Bulletin, for weight reductions for all American Sedan cars.

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

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

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

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

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

P1
1. #21119 (Jim Devenport) SIR on CN Cars
Thank you for your letter. A rev limit is not a viable alternative to the single inlet restrictor because the regions are not equipped to monitor rev limits on individual cars, and a rev limit is also incompatible with Line J's allowance of any 2000cc engine. To meet and not exceed the competition adjustment's targeted horsepower using a rev limit, all Group CN cars would need to have the same engine with the same level of engine preparation, which would eliminate the current option of using any 2000cc engine. The CRB therefore does not recommend this change.

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

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

GT2
1. #20357 (PHIL LASCO) Engine Upgrade
Thank you for your letter. The CRB may consider additional modifications to the original base engine. Please submit a letter through crbscca.com, requesting any changes you

recommend.

2. #20726 (Greg Palmer) GT4 Program in the Future?
Thank you for your letter. The SCCA has no plans to add a GTS/GT4 class. The CRB will consider classifying cars in GT2/ST on a case by case basis.

3. #20774 (Amir Haleem) Allow Unrestricted Intake Manifolds
Thank you for your letter. Unrestricted intake manifolds are not within the GT2/ST philosophy.

4. #21033 (Amir Haleem) Toyota Supra Alternate Engines
Thank you for your letter. The CRB/GTAC are discussing the potential for allowing turbochargers in GT2/ST.

GT3
1. #20952 (James Rogerson) Include FIA Fun Cup in GT3
Thank you for your request. This car is not within the philosophy of GT rules.

GTL
1. #21097 (James Gregorius) Request Increase for 12A SIR
Thank you for your request. The 12A Street Port engine is classified properly.

EP
1. #21100 (Aaron Johnson) Honda S2000 Requests
Thank you for your request. The request would allow one of the cars to use a transmission with better ratios without a weight penalty.

FP
1. #20908 (Bobby Beyer) Please Class Toyota Yaris in FP for Full Preparation
Thank you for your request. This car is already classed under the level 2 rules in HP.

Prod
1. #20950 (James Rogerson) Bring in Past Generation MX5 Cup Car Without Modification
Thank you for your request. This car is presently classed in EP under the level 2 rules.

2. #21128 (James Rogerson) Sequential Shifting Transmissions
Thank you for your letter. Non-sequential shift dog ring transmissions are still available for both front and rear wheel drive cars at reasonable prices. Allowing sequential shift transmissions would be perceived as significant rules creep that could effectively obsolete all non-sequential shift transmissions. This could potentially lead to a large number of competitors incurring significant costs to purchase new transmissions without any positive effect on competition parity or participation.

3. #21129 (Jesse Prather) Alternate Rocker Arms
Thank you for your request. The failure experienced by the referenced car was a broken rocker arm stud. The rules have now been changed to allow alternate rocker arm studs. At present there appears not to be a reason to allow alternate rocker arms.

STL

1. #20981 (Tom Fowler) Weight Reduction for RWD
Thank you for your letter. Please see the response to letter #20624, December 2016 Fastrack Minutes.

STU

1. #21086 (Edmond Lo) Mix and Match Engine
Thank you for your letter. Mixing of heads and short blocks (e.g., Type R head on a B20 bottom end) is not allowed in Super Touring.

2. #21091 (Oscar Jackson) Carbon Driveshaft Allowance
Thank you for your letter. The CRB does not wish to change the driveshaft rule at this time, and wishes to reiterate that GCR 9.1.4.L.1 clearly states that driveshafts must be “the same types of materials as stock.”

T1

1. #20001 (Chad Gilsinger) Classify 2017 Acura NSX in T1
Thank you for your letter. This car is not recommended for T1. As of 2/1/17, it will be classified in GT2. Please see the response to letter #20003, Technical Bulletin.

2. #20648 (Kenneth Billimack) Re-Class 997 GT3 Cup to T1
Thank you for your request. The car is not recommended for T-1 and is currently classed in GT-2. This car exceeds the class philosophy for T-1 given recent recommended changes for T1.

3. #20886 (Ross Murray) Reconsider Elimination of the Competition Coupe
Thank you for your letter. This car was improperly classed in T1 and is outside the class performance envelope. The car is properly classified in GT2.

4. #20890 (David Mead) Allow Mustangs/Thunderbirds to Install Griggs SLA Conversion
Thank you for your letter. This is beyond the class philosophy for T-1.

5. #20968 (Rob Bodle) 2015 Mustang Intake
Thank you for your letter. This is not recommended for an OEM spec line. If you desire a non OEM configuration for this request, please submit a request for a specification line so this configuration can get the appropriate weight and/or restrictor adjustments.

T2

1. #21008 (Lothar Kremer) 98-04 C-5 Corvette
Thank you for your letter. Please check the relative performance of this car prior to its retirement in the race. Recent changes have been made for T2 in 2017. Please see the response to letter #20602, December Fastrack Technical Bulletin.

T4

1. #20907 (Tim Wise) Reduce Running/Maintenance Costs of MX5 in T4
Thank you for your letter. This car is not within the class philosophy of T4.

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

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

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

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

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

Recommended Items for 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

None.

Taken Care Of

FA

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

FB

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

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

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

Prod

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

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

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

3. #21122 (Ron Bartell) Level 2 Valves
Thank you for your letter. Please see the response to letter #21906, Technical Bulletin.

T2

1. #20892 (John Buttermore) Fine Tuning of T2 Adjustments for 2017
Thank you for your request. Recent adjustments were made in T2 for 2017 and the CRB will continue to monitor performance and results. Please see the response to letter #20605, December 2016 Fastrack Technical Bulletin.

2. #21037 (Todd Napieralski) Base of Performance 2016 Camaro SS T2
Thank you for your letter. Recent changes have been made for T2 in 2017 and the CRB will continue to monitor performance and data in 2017 before making additional recommendations. Please see the response to letter #20605, December Fastrack Technical Bulletin.

T2-T4

1. #20798 (Rich Grunenwald) Adjustable Shocks in T2 - T4 - OPPOSED
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #21005 (Jason Huepenbecker) Adjustable Shocks in Touring Request for Approval
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #21007 (Jason Huepenbecker) Touring 4 Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

T4

1. #20706 (Philip Royle) Adjustable Shocks in Touring 4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

2. #20722 (Stan Czacki) Single Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

3. #20775 (Tim Myers) Not in Favor of Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

4. #20776 (Steve Strickland) Please DO NOT Allow Adjustable Shocks for T4 Cars
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

5. #20778 (Josh Smith) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

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

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

7. #20807 (Jeffery LaBounty) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

8. #20808 (Darryl Pritchett) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

9. #20809 (Kolin Aspegren) Against Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

10. #20861 (Ross Murray) Adjustable Shock Proposal
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

11. #20876 (Joe Cooley) No Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

12. #20937 (Richard James) Support of Adjustable Shocks in T4.
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

13. #20947 (Jim Drago) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

14. #20957 (Darren Seltzer) T4 Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

15. #20960 (Chi Ho) T4 Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

16. #20961 (Eric Heinrich) #20561 WDYT Reply Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

17. #20979 (Tom Fowler) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

18. #20982 (Brad McCall) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

19. #20983 (David Dewhurst) T4 Shocks Input
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

20. #20985 (James Innes) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

21. #20987 (Donald Knowles) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

22. #20989 (Sean Hedrick) T4 Shock Clarification
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

23. #20990 (Kevin Koelemeyer) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

24. #20991 (Kevin Koelemeyer) Weight Add MX5
Thank you for your letter. The CRB will monitor recent changes in T4 during 2017. Please see the response to letter #20392, December 2016 Fastrack Minutes.

25. #20993 (David Wheeler) Do Not Allow Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

26. #20994 (Morgan Mehler) Letter Regarding #20561
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

27. #20996 (Jonathan Yanca) Please Do NOT Allow Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

28. #20997 (Jason Shultz) Non Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

29. #20998 (Alex Kuretski) Non Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

30. #21000 (Cal Hay) In Support of Non Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

31. #21001 (Lawrence Slivinski) Input to Letter #20561 T-4 Shock Clarification
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

32. #21002 (Richard Astacio) T4 Adjustable Shock
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

33. #21003 (Emmitt Staley) Shock Discussion
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

34. #21004 (Michael Collins) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

35. #21009 (Caleb Everett) Vote for #2
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

36. #21011 (Terry Tabor) I Vote for #2 - Allow Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

37. #21012 (Gregory Shumaker) Adjustable shocks in T4

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

38. #21014 (Larry Tague) Shock Discussion
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

39. #21030 (David Beccaris) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

40. #21031 (Jason Phillips) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

41. #21034 (Marc Cefalo) T-4 Shock Clarification Currently in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

42. #21041 (Michael Sullivan) No On Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

43. #21042 (Matt Downing) Allow Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

44. #21043 (Thomas Hart) Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

45. #21045 (Ali Naimi) T4 - In Favor of Non-Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

46. #21046 (Tom Wickersham) No Adjustable Shocks
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

47. #21048 (David Hale) Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

48. #21049 (James Wetter) Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

49. #21051 (Tim Wise) Do Not Allow Adjustable Dampers, Retrofitted or Otherwise, in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

50. #21059 (Alex Bolanos) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

51. #21060 (Andrew VanVurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

52. #21061 (Henry Van Vurst) Against Adjustable Shocks in T4
Thank you for your letter. Please see the results of letter #20561, Technical Bulletin.

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

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

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

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

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

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

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

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

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

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

What Do You Think

None.

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

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

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

4. #21158 (Larry Svaton) Production Committee Resume
Thank you for submitting your resume for the Production Advisory Committee. Your resume will be reviewed in the next few months.

TECH BULLETIN

DATE: January 20, 2017
NUMBER: TB 17-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2017 unless otherwise noted.

American Sedan
AS
1. #21106 (American Sedan Committee) Shock Rule Clarification
In GCR section 9.1.6.D.4.b.2., add the following language:
"Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment from within the cockpit *or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems* while the car is in motion. *Magnetic shocks are not permitted.*"

B-Spec
None.

Formula/Sports Racing
FA
1. #21121 (Matthew Gendron) Pro Mazda Allowances
In FA, Table 2, Pro Formula Mazda, make the following changes:

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

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

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

FB

1. #20719 (JEREMY HILL) FB ENGINE PARITY

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

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

FF

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

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

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

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

P1

1. #21153 (SCCA Staff) Elan Van Diemen DP02 Sports Racer in P1
The Club Racing Board wishes to delay the changes implemented for the Elan Van Diemen DP02 Sports Racer in P1, published in the January Fastrack (#20641).
Effective 03/01/17, in P1, Table 1 (Spec Line Cars), remove Line D in its entirety.
Effective 03/01/17, in GCR Section 9.1.8.I., remove Elan Van Diemen DP02 Sports Racer Classed in P1, in its entirety.
See Racing Memo 16-10.

GCR

1. #21147 (Todd Butler) Allow Lexan Front Windows Up in OEM Manufacturer Prepared Cars
In GCR section 9.3.52., add the following language:
"Windows shall be clear or uncolored, except in Production, Super Touring and Touring if no factory or aftermarket clear windows are available. Officials may require the replacement of windshields that are considered a safety hazard. *Factory (OEM Manufacturer) and FIA GT3/GT4, race prepared cars with fixed Lexan front door windows may race with windows as delivered and noted on Spec Line.* All *other* closed cars shall run with both front door windows fully open."

In GCR section 9.3.53., add the following language:
"Window safety nets shall be used on the driver's side window of all closed cars *unless these are factory (OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on Specification Line*. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1., Label" to that effect. (Note: Window nets need not be dated.) The window net shall be equipped with a quick-release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net"
See Racing Memo 17-02.

Grand Touring

GT1

1. #21289 (SCCA Staff) Lexan Front Windows Up in OEM Manufactured Cars
In GT1, Porsche GT3 R/RS 00-02, add the following language:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT1, Porsche 997 GT3 Cup, add the following language:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT1-ST, Aston Martin Vantage GT3 (2012), add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In GT1-ST, Porsche 991 GT3-R (2016), add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT1-ST, Porsche 996 Turbo AWD, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT1-ST, Porsche 997 GT3 R (2013-), add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT1-ST, Rossion Q1, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

NOTE: See letter #21147 for more information.

GT2
1. #20003 (Chad Gilsinger) Classify 2017 Acura NSX in GT2
In GT2, classify as follows:

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

2. #21290 (SCCA Staff) Lexan Front Windows Up in OEM Manufactured Cars
In GT2, Porsche 996/997 GT3 Cup, add the following language:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT2-ST, Aston Martin Vantage, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT2-ST, Audi R8, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT2-ST, Ferrari 430 Challenge, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT2-ST, Maserati GT4, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

In GT2-ST, Maserati Trofeo Light, add the following language to the notes:
"*Factory (OEM manufacturer) Lexan front windows allowed as delivered.*"

NOTE: See letter #21147 for more information.

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

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

2. #20884 (joe kristensen) Honda Civic 2017 Body
In GT3, classify as follows:

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

In GTL, classify as follows:

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

3. #20885 (joe kristensen) 2354 CC Honda Engine
In GT3, Engines - Honda, F20C, add the following language to the notes:
"*K24 crankshaft allowed with a 31mm SIR at 2195 lbs.*"

Improved Touring
None.

Production
1. #21107 (scott lunder) Incorrect Intake Valve Listing for 03-05 BMW Z4
In EP, BMW Z4 (03-05), change the intake valve size as follows:
(I) ~~1.23~~ *1.30*

2. #21072 (Blake Meredith) Classify the 1990-91 Honda Civic EX
In FP, classify as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Honda Civic EX (90-91)	*2*	*1900 * 1948 ** 1995*	*4 Cyl. DOHC*	*75.0 x 90.0*	*1590*	*Alum*	*Alum*	*(I) 29.0 (E) 25.0*	*Fuel injection*	*98.4"*	*61.4/61.7*

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

3. #21096 (Jesse Prather) Undercut Valves
In GCR section 9.1.5.E.2.f.4., add the following language:
"Any ferrous (including stainless steel) metal valves meeting the specified head diameter and

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

Spec Miata
None.

Super Touring
None.

Touring
T2
1. #19856 (ANDY VRENKO) 2015-2017 MUSTANG GT
In T2, Ford Mustang GT 5.0L (2015-), make the following changes:
Brakes:
(F) ~~352~~ *355* (R) 330
Notes:
"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M- 18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 53mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. *Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD.*"

2. #20668 (Francisco Marrero) 2011 Porsche Boxster Spyder (PDK Transmission)
In T2, Porsche Cayman S (10-12), add the following language:
Porsche Cayman S, *Spyder* (10-12)

T3
1. #21114 (David Cook) T3 Hard Tops for the MX-5s
In T3, Mazda MX-5 Global Cup Miata (2016), make the following changes to the notes:
"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. Mazda hardtop (part ~~#TBD~~ 0000-07-5902-ND) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners)."

In T3, Mazda MX-5 Miata (2016), add the following language to the notes:
"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*"

2. #21174 (Touring Committee) Classify Honda Civic '06-'11 in T3
In T3, classify as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Honda Civic Si (06-11)	*86.1 x 86.0 1998*	*2649*	*17 x 7*	*235*	*3.27, 2.13, 1.52, 1.15, 0.92, 0.66*	*4.77*	*(F) 300 Vented Disc (R) 260 Solid Disc*	*2650*	*Aftermarket cold air intake allowed. Aftermarket exhaust header allowed.*

See Racing Memo 17-01.

T4
1. #20561 (Michael Sullivan) T-4 Shock Clarification
In GCR section 9.1.9.2.D.5.b.2., clarify non-adjustable shock allowances in the second paragraph, regarding T4, as follows:
"T4 only: ~~(unless specified on a spec line)Any non-adjustable shock absorber is allowed.~~ *Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any non-adjustable shock absorber is allowed. Adjustable shocks that are retrofitted into non-adjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered.* ~~The shock~~ *Shocks* must be installed in the original mounting locations. Remote ~~shocks~~ *reservoirs* are not permitted. Threaded shock bodies or adjusters may be used. *Shocks can serve no purpose other than to damp motion.*"

2. #21112 (David Cook) T4 New Mazda Hard Top
In T4, Mazda MX-5 / Club Model (06-14), add additional hardtop part number to the notes:
"Mazdaspeed MX-5 Roof permitted *#0000-07-5901-CC OR* #0000-07-5901 with +20lb increase to base weight."

3. #21113 (David Cook) T4 2016 MX-5 Rules Clarification Request
In T4, Mazda MX-5 Miata/Club (2016), add the following language to the notes:
"*Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 with +20lb increase to base weight.*"
Note from the CRB:
The other requests are not clear from your letter. Please submit separate letters with each letter having one specific request.

4. #21143 (Touring Committee) Please cap model year for BRZ and FRS in T4 to 2016 model
In T4, Scion FR-S, add the following language:
Scion FR-S
(2013-2016)
In T4, Subaru BRZ, add the following language:
Subaru BRZ

(2013-2016)

SCCA National Court of Appeals Guide

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

A. Right to Appeal -

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

2. The Race Director or Chief Steward may appeal any SOM decision. GCR 8.4.1.

B. Appeal -

1. Please state your case in writing specifying what decision is being appealed, and the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately, unfairly, or inequitably. GCR 8.4.3.A.1. and 8.4.3.A.2.

2. Your letter of appeal must be sent to the Club Racing Office in Topeka postmarked within ten (10) days of the SOM or Review Committee decision. GCR 8.4.3.A.3.

3. Appeals affecting national points standings for events held **within 28 days** of the Runoffs® have a **48 hour appeal period**. GCR 8.4.9.

4. Your request must be accompanied by a fee of $175.00, payable to SCCA, Inc. A minimum of $100.00 of any appeal fee will be retained by the SCCA. Faxed or emailed Appeals must include a Visa or MasterCard account number for payment of the fee. GCR 8.4.3.A.4.

C. Evidence -

1. Your appeal request should include new evidence, information you want the COA to consider, and all arguments why the SOM decision should be overturned. Please note, the Court of Appeals will not routinely contact you for additional information. GCR 8.4.3.A.2.

2. If you include video evidence, please submit only unedited videos in a commonly available format that can be easily viewed by the Court.

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

to assist individuals with the appeal process.

Edition: 1.12.17

RALLYCROSS BOARD MINUTES | January 3, 2017

The RallyCross Board (RXB) met via conference call on January 3. 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 8:05pm EDT.

- RallyCross Safety Committee (Chris Regan): No incidents to report. The committee discussed rules regarding cracked windshields and will propose language updating the current rules to the RXB in the near future. The rules committee also discussed the banning of specific cars in RallyCross and determined the rules will remain as currently written.

- Rules Committee (Keith Lightfoot): 2017 Rules have been integrated into the rules set and will be published in the next twoweeks.

- Rally Sprint and Rally Trials Committee (Kito Brielmaier): Sanctioning for future events have been received are being reviewed. New venues have also been proposed and are being reviewed.

- National Championship Committee (Mark Macoubrie): Responses to the request for committee members were received and reviewed. The Committee has been formed for the 2017 National Championship and planning for the 2017 National Championship will begin with in the next month.

- Divisional RallyCross Stewards Liaison (Ron Foley): A Divisional RallyCross Stewards meeting was held on Dec 22. Six stewards attended the meeting. The stewards discussed the national challenges and championship formats and will provide a list of ideas to the RXB for the 2017 events.

OldBusiness

2017 National Convention. The RXB will have a face to face meeting at the national convention. Steve Hyatt requested each board member bring at least two topics to discuss based on the RXB member's area of involvement.

Sites and dates for the National Challenges and Championship are being reviewed by the National Office. Dates and locations have not been confirmed.

NewBusiness

No New business discussed.
Meeting Adjourn 8:46 pm EST
Next Meeting: January 18th,

2017. Submitted by Mark Macoubrie

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2017

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.

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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.

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. 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 ~~1/1/17~~ *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 ~~1/1/17~~ *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 Conners, 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

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

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 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + ~~*100*~~ *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 competitve 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 Volkwagen 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

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.

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 airintake (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-):
"~~31~~ *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:
~~1200~~ *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 1~~ *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~~*r*equired ~~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)**
D	*Elan DP02*	*See 9.1.8.I*	*See 9.1.8.I*	*See 9.1.8.I*	*See 9.1.8.I*	*9.1.8.I Except transmission gear ratios and tires are unrestricted.*	*See 9.1.8.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:

K	*Mazda Renesis*	*NA*	*NA*	*41.5mm Venturi*	*1350*	*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.*

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*, Honda K20, Ford Zetec,* Pinto~~:~~. For Pinto see line E, note 2 below.
				42*mm*		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:

GT2 Cars - PORSCHE

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

GT3
1. #21255 (Artemio Vargas) 2017 Mitsubishi Lancer Homologation
In GT3, classify the 2017 Mitsubishi Lancer as follows:

GT3 Cars - MITSUBISHI / EAGLE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Lancer	*2017*	*4dr*	*FWD*	*102.4*	*Body work must conform to all GT3 specs.*

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:
~~1440/1407 (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.)
Alfa Romeo Milano (1987-1989)	*2*	*2600 * 2665 ** 2730*	*6 Cyl. SOHC*	*93mm x72.6mm*	*2959cc*	*Alum*	*Alum*	*(I) 44mm (E) 38.7mm*	*Fuel injection Throttle Bore 75mm*	*98.82"*	*58.4"/58.0"*

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

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:

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

3. #21303 (Owen Schefer) Renesis Restrictor/Weighs
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:

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

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:

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

BMW M4 (2015-)	*89.6 x 84 2979cc*	*2812*	*(F) 20 x 11 (R) 20 x 11*	*315*	*4.11, 2.32, 1.54, 1.18, 1.0, .85*	*3.46*	*(F) 381 Vented Disc (R) 371 Solid Disc*	*3400*	*(2) 32mm turbo inlet restrictors required.*

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:

T1	**Maximum Displ.**	**Min. Weight**	**Restrictor**	**Engine Notes**	**Chassis Notes**
Lotus Exige 360 Cup R	*3500*	*2700*		*Must run Exige 360 Cup spec supercharger pulleys.*	

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:
5~~2 mm~~ *47 mm*; 3~~475~~ *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 rearpermitted. ~~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:

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:
BMW 228i (14-17)	*82 x 94.6 1998*	*2960*	*18 x 8.5*	*245*	*4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.84, 0.67*	*3.08*	*(F) 340 (R) 345*	*3200*	*32mm TIR required.*

2. #18241 (Touring Committee) Classify T4 - 2016 Mini Cooper
In T3, classify the Mini Cooper S (16-) 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:
Mini Cooper S (16-)	*82 x 94.6 1998*	*2429*	*17 x 8*	*225*	*3.92, 2.14, 1.39, 1.09, .89, .76*	*3.59*	*(F) 316x22 (R) 280x10*	*2900*	*32mm TIR required.*

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

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:
Chevrolet Camaro (16-)	*95.1 x 85.8 3649*	*2811*	*20 x 10*	*275*	*4.40, 2.59, 1.80, 1.34, 1.00, .75*	*3.27*	*(F)321 (R)315*	*3550*	*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*

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:
Ford Mustang EcoBoost (2015-)	*87 x 94 2300*	*2720*	*(F) 20x10 (R) 20x10*	*275*	*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*	*3.31 or 3.55 w/ auto*	*(F) 320 (R) 320*	*3475*	*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)*

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:
Ford Mustang V6 (2015-)	*95.5 x 86.6 3727*	*2720*	*(F) 20x10 (R) 20x10*	*275*	*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*	*3.31 or 3.55 w/ auto*	*(F) 320 (R) 320*	*3475*	*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)*

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:
BMW E36 M3 (96-00)	*84 x 84 2793*	*2700*	*(F) 18 x 8.5 (R) 18 x 8.5*	*245*	*4.2, 2.49, 1.66, 1.25, 1.0*	*3.38*	*(F) 325 (R) 228.6*	*3100*	*Up to 850 lb. springs.*

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:
Chevrolet Camaro V6 1LE (17-)	*95.1 x 85.8 3649*	*2811*	*18 x 10*	*275*	*4.40, 2.60, 1.80, 1.34, 1.00, .75*	*3.27*	*(F) 321 x 30 Vented Disc (R)315 x 23 Vented Disc*	*3550*	*50mm restrictor required.*

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:

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

T4
1. #20514 (Touring Committee) Classify 2017 FRS and BRZ

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

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Toyota 86 (2017-)	*86 x 86.0 1998*	*2570*		*17 x 7*	*245*	*3.63, 2.19, 1.54, 1.21, 1.00, .77*	*4.3*	*(F) 295 Vented Disc (R) 290 Solid Disc*	*2975*	*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.*

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

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru BRZ (2017-)	*86 x 86.0 1998*	*2570*		*17 x 7*	*245*	*3.63, 2.19, 1.54, 1.21, 1.00, .77*	*4.1*	*(F) 295 Vented Disc (R) 290 Solid Disc*	*2975*	*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.*

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 has 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.

Plan Overview of Fees		
	Sanction Fee	**Insurance**
Regions Starting a new RallyCross program		
1st event	NO FEE	$4.00/entry. With no minimum
2nd event	NO FEE	$4.00/entry. With no minimum
Regions using a new RallyCross Site		
1st event	$2.00/entry, no minimum	$4.00/entry. With no minimum
2nd 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 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. No SCCA RalyCross 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

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 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. 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/event requirements/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
• Rules 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
• Rules 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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2017

BOARD OF DIRECTORS

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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 in Dallas, Texas March 3, and 4, 2017 to conduct interviews with candidates for the position of President.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. Bruce Lindstrand was unable to attend.
The meeting was called to order by Vice Chairman Helman.

MOTION: To delete the last sentence of the second paragraph of GCR 3.1.1.A.1. Merideth/Dowie. PASSED.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Club Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S.

Majors Tour is organized as series of events within six geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. Conference Events

Points earned in Conference races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), and qualification for the National Championship Runoffs (see 3.7.4). They may also count toward Divisional Championships (see 3.7.1).

There may be a non-Runoffs eligible component of an event.

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

MOTION: To adjourn. Merideth/Dowie. PASSED.

The Board of Directors met in Dallas, Texas March 11, 2017 to conduct interviews with candidates for the position of President.

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

The meeting was called to order by Vice Chairman Helman.

MOTION: To accept the Small Event Steward Model as modified to add to GCR Appendix O effective immediately. Merideth/Hurlbut. PASSED.

APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL

This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events.

Unless specifically listed below all other sections of the GCR shall apply.

1. EVENTS
This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

2. SUPPLEMENTAL REGULATIONS
The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

3. REQUIRED STEWARDS

3.1 The minimum stewards required for the event are the Chief Steward and~~and~~ the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.

3.2 The Executive Steward ~~shall appoint~~ will approve the Chief Steward and the COC at the time the Small Event Request is made.

3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint

a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.

4. STEWARDS
4.1. Powers of the Chief Steward

4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section 5.12.1, as well as Section 7, and Section 8.

4.1.A.2. In certain circumstances it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.

4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.

4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section 5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

4.2. Assistant Chief Steward – Clerk of the Course (COC)
4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.

4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

MOTION: To adjourn. Merideth/Hurlbut. PASSED.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 22

The Solo Events Board met by conference call Febryary 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut 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

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 Solo Events 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.soloeventsboard.com.

Street

#20588 Move non M Z4

The SAC is recommending the following change to Appendix A, effective 1/1/2018:

Move from *BS to CS*

BMW

Z4 (coupe and roadster)(non M) (2003-2008)

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move from *GS to HS*

Acura

RSX Type S (2002-2006)

#20567 Item 19608 - Withrdrawal of proposal to move 89-99 Taurus SHO to HS

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move from *GS to HS*

Ford

Taurus SHO (1989-1995)

Member Advisories

General

#21436 Solo helmet relief

The SEB reminds members that multiple types of helmet certifications, including ECE 22.05 as well as Snell, are accepted for use in Solo events. Those certifications are detailed here:

https://www.scca.com/downloads/18378-2017-solo-helmet-cert-decals/download

Street

#21376 FRS/BRZ Tool Holder Removal Clarification

Since the FRS/BRZ foam tool holder is secured in place by factory plastic push pins, without the spare tire holding it in place, it cannot be removed per rule 13.2.F

#21394 2017 Chevy Corvette classing

Thank you for your input. The 2017 Corvette Grand Sport is not currently eligible for SSR as it is a separate model from the Stingray. The SAC continues to discuss adding additional cars to SSR.

#21405, 21406 SAC Application

The SEB has approved the addition of Dan McCelvey to the SAC.

Street Touring

#21470 Application to join the STAC

The SEB has approved the addition of Tasha Mikko to the STAC

Street Prepared

#20572 Spoiler width - mirrors included?

The revised wording of rule 15.2.I.2.b is intended to make it clear that spoilers may not extend beyond the silhouette of the original body work directly beneath the spoiler as viewed from above. Other parts of the body (such as mirrors or front fenders) are irrelevant to this rule.

Prepared

#21330 Prepared Action Committee Resume

The SEB has approved the addition of Jesse Waymire to the PAC.

Change Proposals

#21408 Making ST Hot again

In order to classing issues associated with anticipated changes to open boost, while improving the competive diversity, the STAC recommends making the following changes to ST, with the exception of removing the displacement catch alls. The coloring of the listings shown below is as follows:

Moved from STF

Moved from STS

Moved from STX

STF

Street Touring® F (STF) would become a hot hatch/turbo car class STH. This would allow a class to be specifically built around the forced induction cars allowing if needed specific rules for these cars. It would be well subscribed with the allowance of open boost since it is a common mod for these cars on the street.

LSD rules would follow that of STX.Tire/ wheel rules would also follow STX. Some turbo STS cars have also been moved to the class.

Audi (moved from STX)
- **A3**
- **A4**
- **TT quattro**
- **A4 (1.8T) TT Coupe & Roadster (FWD) (moved from STS)**

Chevrolet (moved from STX)
- **Cobalt (2.0T)**
- **Sonic (Turbo) (2012-15) (moved from STS)**

Dodge (moved from STX)
- **Dart (1.4L Turbo) (2013-16)**
- **SRT-4 (2003-05)**

Eagle (moved from STX)
- **Talon Turbo (AWD)**

Fiat (moved from STX)
- **500 Abarth 500 Turbo (2013-16)**

Ford (moved from STX)
- **Fiesta ST**
- **Focus ST**

Hyundai
- **Genesis (2.0L Turbo) (2010-12) (moved from STX)**
- Veloster (2012-16) (new listing)

Kia (moved from STX)
- **Forte (Turbo)**
- **Forte Koup (Turbo)**

Mazda (moved from STX)
- **MazdaSpeed3**
- **MazdaSpeed6**
- **MazdaSpeed Protégé**
- **323 GT & 323 GTX (moved from STS)**

Mini (moved from STX)
- **Cooper S Turbo (2007-2016)**

Mitsubishi (moved from STX)
- **Eclipse Turbo (AWD)**
- **Lancer Ralliart (2008-10)**

Nissan (moved from STX)
- **Juke (2011-16 Turbo and R)**

Pontiac (moved from STX)
- **G5 (2.0L Turbo)**

Subaru (moved from STX)
- **Forester XT (2003-08)**
- **Impreza WRX (non-STI) (2002-16)**
- **Legacy GT (2005-08)**

Volkswagen (moved from STS)
- **Beetle (1.8T & TDI)**
- **Golf (1.8T)**

Golf & Jetta (TDI) (2007-15)
Jetta (1.8T)
Passat (1.8T & TDI)
Beetle (2.0T) (moved from STX)
Golf, Golf R, GTI (2.0T)
Jetta (2.0T)
Passat (2.0T)

Volvo (moved from STX)

240 Turbo (1981-85)
C30

"Catch-all": Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum up to 2.5L forced induction)

STS

Street Touring® Sport (STS) would receive the less competitive cars from STF.

Acura
Integra (1986-93)
BMW
Z3 (4-cyl)
Chevrolet
Sprint (1985-88)
Cobalt (2.2L, N/A)(moved from STF)
Cruze (2008-15)
Spark Sonic (non-turbo) (2012-15)
Volt (2011-15)
Chrysler/Plymouth/Dodge
Neon (all) (1994-99)**
Neon R/T & ACR (2000-05)**
Neon (NOC) (2000-06)*(moved from STF)
Dodge
Dart (2.0L N/A) (2013-15)(moved from STF)
Fiat
500 (non-turbo) (2012-15)(moved from STF)
Ford
Escort GT (1991-96)
Fiesta (1.0L Ecoboost)
ZX2 & Escort ZX2 (1998-2003)
Fiesta (N/A) (2011-15)(moved from STF)
Focus (non-turbo)(moved from STF)
Honda
Accord (1994-97)
Accord (6-cyl) (1998-2013)
Civic (1984-2000)
CRX del Sol & Civic del Sol

Accord (4-cyl) (1998-2015)(moved from STF)
Civic (non-Si) (2006-15)(moved from STF)
Civic (non-si) (2001-05)(moved from STF)
CR-Z Fit Insight (moved from STF)

Hyundai

Accent (2012-15)
Tiburon (V6) (2003-08)
Kia Rio (2012-15)
Elantra (2001-15)(moved from STF)
Veloster (non-turbo) (2011-15)(moved from STF)

Kia

Forte (N/A)(moved from STF)
Forte Koup (N/A)(moved from STF)

Lexus

CT200H (2011-15)(moved from STF)

Mazda

323
Miata (non-Torsen differential) (1990-97)
Protégé (NOC) (1999-2003)
Protégé MP3 RX-7 (non-turbo, NOC)
Mazda2(moved from STF)
Mazda3(moved from STF)
Mazda6(moved from STF)

MINI

Cooper (non-S) (2000-13)(moved from STF)

Mitsubishi

Lancer (non-turbo)(moved from STF)

Nissan

200SX SE-R (1995-98)
Sentra (1.6L, 1.8L, 2.0L) (1991- 2012)
NX2000 (1991-94)
Versa (2007-13)(moved from STF)
Pontiac
Fiero (4-cyl)
Pontiac G5 (2.2L)(moved from STF)
Vibe (2003-10)(moved from STF)

Porsche

914 (4-cyl)

Saturn

SL
SW
SC
Astra (moved from STF)
Ion (2.2L)(moved from STF)

Scion

iA (2016)(moved from STF)

iM (2016)(moved from STF)
iQ CVT(moved from STF)
tC(moved from STF)
xA(moved from STF)
xB(moved from STF)
xD (2008-13)(moved from STF)

Subaru

Impreza (1.8L, FWD) (1993-96)
Impreza 2.5 RS (1998-2001)
Legacy (1990-94)
Impreza 2.0i (2012-15)(moved from STF)

Suzuki

Swift (N/A) (1994)

Toyota

Celica (non-turbo) (1986-2005)
Corolla (1984-97*)
Echo (2000-05)
MR2 (non-supercharged) (1985- 89)
MR2 (non-turbo) (1991-95)
Corolla (2003-15)(moved from STF)
Matrix (2003-13)(moved from STF)
Yaris(moved from STF)

Volkswagen

Rabbit, Golf, GTI, Cabrio (1974- 92)
Golf (2.5L)(moved from STF)
Golf & Cabrio (2.0L, 8v) (1998- 2006)(moved from STF)
Golf & Jetta TDI (1999-2006)(moved from STF)
Beetle (2.0L, 8v) (1998-2005)(moved from STF)
Beetle (2.5L 5-cyl)(moved from STF)
Jetta (2.0L, 8v) (2000-04)(moved from STF)
Jetta (2.5L 5-cyl)(moved from STF)

Volvo

S40 (non-T5) V40

"Catch-all": Sedans & Coupes NOC (nonsports-car-based; 4-seat minimum; up to 3.1L normally-aspirated)

STX

STX would no longer have turbo cars in it's midst. Top cars from STF and certain STR cars can be blended in here.

Acura

ILX (2013-16)
Integra (non-Type R) (1994-2001)
Integra Type R
RSX (moved from STF)

TSX (moved from STF)

BMW

- 128i (2008-13)
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E9x chassis, non-M, non-turbo) (2006-13)
- M5 (E39) (1998-2003)

Chevrolet

- Cobalt (2.4L N/A, 2.0L S/C)
- S10 (4-cyl & 6-cyl, N/A)

Dodge

- Challenger (V6) (2008-16)
- Charger (V6) (2006-16)
- Dakota (4-cyl & 6-cyl, N/A)
- Dart (2.4L N/A) (2013-16)

Ford

- Ranger (4-cyl & 6-cyl, N/A)

GMC

- Sonoma (4-cyl & 6-cyl, N/A)

Honda

- Civic Si (2006-15)
- **Civic SI (2002-05)(moved from STF)**

Infiniti

- G35 Sedan

Lexus

- IS 250
- IS 300
- IS 350
- SC300

Mazda

- RX-8

MINI

- Cooper (non-S) (2014-15)
- Cooper S 03-06 (incl. 2004-05 dealer-installed)

Mitsubishi

- Eclipse (V6) (2006-12)

Nissan

- 240SX 300ZX (non-turbo) (1984-96)
- Juke (non-turbo) (2011-16)
- Sentra SE-R (2000-12)
- Sentra SE-R Spec V

Pontiac

- G5 (2.4L, 2.0L S/C)

Saab

9-3 (non-Viggen) (1998-2012)

Saturn

Ion (2.4L & 2.0L S/C)

Scion

FR-S

Subaru

BRZ
BRZ (2017)

Toyota

Supra (non-turbo) (1993-98)
Tacoma (1995-2016)
86 (2017)

Volkswagen

Corrado (all)
Passat (VR6, & W8)
R32

“Catch-all”: Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated)

Other Items Reviewed

General

#20415 National Appeals Committee Process/Procedures

Thank you for your input. The SEB has proposed changes in some of these areas, but does not agree that the other items are necessary.

Street

#21379 Changes to Standard Part Definition

Thank you for your input. The SAC appreciates the feedback.

#21386 Fuel Allowance

Thank you for your input. The SAC is continuing to evaluate member input on the proposal to limit octane.

#21395 Re: 20246 Changes to SSR, +/- 1 wheel diameter proposal

Thank you for your input.

Street Prepared

#20574 Add new 15.10.DD as follows:

Thank you for your input. The SPAC is closely monitoring the new reliability rules.

#20944 Boxster Sypder 987 feedback

Thank you for your input. Please see the 2017 Solo Rules (pages 166 and 167) for Boxster classing in SP.

Not Recommended

Street

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the Celica GT-S (2000-2005) is appropriately classed in GS.

#21223 Camaro 1LE classing

Thank you for your input. The SAC did not want to potentially upset the balance of a growing FS class by adding the V6 1LE.

#21437 Michelin Pilot Sport 4S Legality

Thank you for your input. The SAC believes that at this time it is not necessary to alter the tire eligibility requirement for sizes in 4 wheel diameters. The SAC will continue to monitor the availability of tire models and sizes.

Street Touring

#17671 Wheel/Tire allowances for AWD in STX

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#17672 Request AWD wheel width and tire width adjustment

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#20025 Consideration for allowing transmission control unit modification

Thank you for your input. Please see item #18965 in the March Fastrack.

#21240 Consider reclassing NB Miata (Non Torsen) to STS from STR

To clarify the response to item #20547 (January Fastrack), the performance level of all versions of the later NB car is considered to be above the current level of STS, and the STAC believes it should not be reclassed from STR at this time. We will continue to monitor the performance of this car and these classes.

#21365 Changes to 13.10 - First available Overbore

While the parts in question are not easily attainable, serviceable used parts are commonly available nationwide. Additionally, a combination of the allowed repair method in 13.10 for sleeving the block, with the factory service limits for deck height, and standard size pistons and rings, provides a “new” assembly within the allowances.

Street Prepared

#20923 Rear Spring Relocation

The SPAC is not in favor of additional suspension modification allowances at this time.

#20940 Rear Spoiler

Thank you for your input. The SPAC feels that the spoiler rules are adequate as written.

Handled Elsewhere

Street

#21364 Please class the 2017 BRZ/GT86

See the response to item #21447 in the March Fastrack.

#21378, 21381 95 Octane Rating

Please see the response to item #21386.

#21412 2017 Toyota 86 Street Classing

See the response to item #21447 in the March Fastrack.

#21435 Which Street Class for 2017 Subaru BRZ with Performance Package?

See the response to item #21447 in the March Fastrack.

#21458 2017+ FRS/BRZ not allowed into DS

See the response to item #21447 in the March Fastrack.

Street Touring

#20501 2016+ Honda Civic ST Classing

Please see the proposal associated with item #21408.

#21204 ST Reclass/Shuffle for Opened ECU/Boost

Please see item #21408.

#20162 7th Gen Celica to STF

Please see the proposal included in the response to item #21408

Tech Bulletins

Street

#21439 2017 Camaro ZL1

Per the SAC, add the following new listing to Appendix A:

AS

Chevrolet

Camaro ZL1 (2017)

#21336 Please class the Mercedes CLA/GLA

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

DS

Mercedes Benz

CLA250 4matic

GLA250 4matic

GS

Mercedes Benz

CLA250 (FWD)

GLA250 (FWD)

Street Prepared

#21210 Pontiac GTO, Pontiac G8, and Chevrolet SS

Per the SPAC, add the following new listing lines to ESP under the “Chevrolet, Pontiac, Buick, & Oldsmobile” heading:

GTO (2004-2006)

G8 (2008-2009)

SS (2013-2017)

#21212 Lexus IS F in Street Prepared

Per the SPAC, add the following new listing to Appendix A:

ESP

Lexus

IS F

CLUB RACING BOARD MINUTES | March 7, 2017

The Club Racing Board met by teleconference on March 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

STU

1. #21630 (Super Touring Committee) World Challenge Car Eligibility
The CRB would like to inform competitors that in order to compete in STU with a World Challenge Touring Car that does not meet the STCS, the vehicle must first be classified in STU. Please submit requests via www.clubracingboard.com.

No Action Required

HP

1. #21342 (William Black) Classify the Chevrolet Sonic
Thank you for your letter. Please see the response to letter #20097, Technical Bulletin.

STL

1. #21593 (Gregg Ginsberg) Letter 20249 Would Completely Destroy the Intent of STL
Thank you for your comments. The CRB will monitor the results of this decision.

STU

1. #20425 (Shandelle Leonard) Engine Allowance for Mazda MZR-CD
Thank you for your request. Please submit a VTS through crbscca.com.

2. #21536 (Tim Wise) Don't Remove the PWC MX-5 Spec Line for the VTS Dated 1/15/2013
Thank you for your letter. There are no plans to make this change at this time.

T1

1. #21494 (Joe Aquilante) Publish All Letters To The Comp Board So All Members Can See Them
Thank you for your letter. There are several reasons that all letters and their full text are not published. The internal discussions of the CRB and Advisory Committees are confidential. Many times the content of letters as well as the information disclosed and discussed in the meetings is not intended by the author to be shared with other competitors. A rule which required publication of the entire contents of all letters or other documents submitted would have a chilling effect and dissuade parties from providing the most comprehensive information and data available. With up to 200 or 300 letters per month, some many paragraphs long, with attachments and data sheets, it is not possible to publish all of the letters even without the confidentiality issues. Although it does happen, it is very rare that the CRB does not follow the recommendations of the Advisory Committees.

Not Recommended

F500

1. #20771 (Jim Murphy) Better Way to Make Performance Adjustments
Thank you for your letter. The CRB does not recommend this change.

FE

1. #21462 (Bob Hudson) Add Waiver Allowance for Tire Rule
Thank you for your letter. After consulting SCCA Enterprises, the CRB does not recommend this change.

GCR

1. #20901 (Hilton Tallman) Starting Zone for All Tracks Where SCCA Races
Thank you for your letter. Track configurations and current language for control of starts by the Starters and the use of Start Judges will address these concerns. If necessary, this can be added to event supplemental regulations.

2. #21148 (Kelley Huxtable) Acceptance of Provisional Pro License
Thank you for your letter. There are too many variables with respect to why and to whom provisional Pro Racing licenses are given.

GT1

1. #21512 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254
Thank you for your letter.

2. #21514 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254
Thank you for your letter.

GT2

1. #21507 (Amir Haleem) Engine Allowance for Toyota Supra
Thank you for your letter. This request exceeds the performance limits of GT2 class.

2. #21515 (Craig Anderson) Appendix K STO - Cars Without ABS
Thank you for your letter.

GT3

1. #21483 (Joe Huffaker) Mazda Alternate Crankshaft Allowance
Thank you for your letter. Crankshafts used in GT may be “custom built” but must maintain original OEM specifications of the engine they were designed for.

2. #21499 (Wolfgang Maike) GT3 Toyota 1800cc 4AGE and 7AFE
Thank you for your letter. Crankshafts used in GT may be “custom built” but must maintain original OEM specifications of the engine they were designed for.

GTL

1. #21310 (Jack Holdaway) Rear Drive Weight Penalty
Thank you for your letter. The weight penalty is fair and justified in this particular

instance. Other classes use a 5% weight penalty for RWD vs. FWD for the same car.

ITA
1. #21372 (Ricardo Velez) Honda Civic Si
Thank you for your letter. The car is correctly classified.

EP
1. #21382 (Eric Powell) Porsche 924S Intake Manifold Porting
Thank you for your letter. Allowing this modification on a level 2 prepared car is contrary to the rules and class philosophy.

2. #21383 (Eric Powell) Porsche 924S Throttle Body Increase
Thank you for your letter. Allowing this modification on a level 2 prepared car would be contrary to the rules and class philosophy.

3. #21384 (Eric Powell) Porsche 924S Camshaft Lift Increase
Thank you for your letter. The CRB will continue to monitor the performance of this car closely. The CRB believes more competition history is needed on this car given its present stage of development.

4. #21427 (Morey Doyle) Weight Reduction for Triumph TR8 to 2350 lbs, E Production
Thank you for your letter. There is insufficient competition history on this car to warrant a competition adjustment at this time.

5. #21489 (Aaron Johnson) Request for Review of Letter #21100 - Honda S2000 Spec Line Cons
Thank you for your letter. This request involves two different models of the Honda S2000 and what is sought is contrary to class philosophy.

Prod
1. #21366 (Mike W. Ogren) Oversight for American Racer Wheel Allowance
Thank you for your letter. Based on research completed by the SCCA the rule has not changed since it was adopted.

SM
1. #20525 (Dave Wheeler) Allow Suspension Upgrades
Thank you for your letter. The CRB decided not to allow updating/backdating of suspension components at this time.

STU
1. #21433 (Toby Grahovec) Request BMW M235iRacing in STU
Thank you for your request. This car is outside the performance potential of STU. The CRB does not recommend this at this time.
2. #21493 (David Mead) Allow Aluminum Driveshafts in STU
Thank you for your letter. The CRB does not recommend this change at this time.

3. #21525 (David Mead) Allow Tubular Cross Members in STU

Thank you for your request. The CRB does not recommend this change as it is out of the class philosophy.

T1

1. #21513 (Isaac Preston) BMW E46 M3 Composite Doors
Thank you for your letter. The CRB does not recommend this because SCCA is moving away from using composite body components in Touring.

T2

1. #21419 (Garry Crook) My Car Cannot Keep Up
Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

2. #21420 (Garry Crook) Safety Concern: Lower Control Arm
Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

3. #21421 (Garry Crook) Brake Disc Size
Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

4. #21422 (Garry Crook) Need More Horsepower
Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

5. #21423 (Garry Crook) Allow Catalytic Converter Elimination
Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

6. #21482 (Jason Ott) BMW M3 Aero Request
Thank you for your letter. This is not recommended because it is not an OEM option and against class philosophy.

T4

1. #21356 (Dan Wiegandt) Rear Camber Adjustment
Thank you for your letter. Please propose individual specification line adjustments before November 2017 for the 2018 season.

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.

GCR

1. #21635 (GCR Committee) Small Events Alternate Stewarding Model
NOTE: This letter was approved by the Board of Directors in March 2017 for immediate implementation.
Effective immediately, add a new appendix to the GCR as follows:
APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL

This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events. Unless specifically listed below all other sections of the GCR shall apply.

1. EVENTS
This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

2. SUPPLEMENTAL REGULATIONS
The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

3. REQUIRED STEWARDS

3.1 The minimum stewards required for the event are the Chief Steward andand the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.

3.2 The Executive Steward shall appoint will approve the Chief Steward and the COC at the time the Small Event Request is made.

3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.

4. STEWARDS

4.1. Powers of the Chief Steward

4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section

5.12.1, as well as Section 7, and Section 8.

4.1.A.2. In certain circumstances, it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be

processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.

4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.

4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section

5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

4.2. Assistant Chief Steward – Clerk of the Course (COC)

4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.

4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

GT1
1. #21302 (Mike Kapp) Allow Use of All Pro Cylinder Head AP227
Thank you for your letter. Add All Pro Cylinder Head AP227, AP220 & AP272 to section 9.1.2.D.1.e.3.
In GCR section 9.1.2.D.1.e.3, add the following language:

"V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, aluminum V-6 GM bow tie block, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head*s, AP227, AP220, AP272* and part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (Siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted."

The CRB recommends this change become effective **6/1/17**.

STL
1. #21445 (Super Touring Committee) STL Type R spec
GCR 9.1.4.2.I, Table A (p636 Feb 17 GCR), first row "Acura/Honda B18C (JDM Type R)" et al, change Notes items as follows:
"Any porting and or polishing of intake and or exhaust ports outside of the ~~GCR 9.1.4.2.B.3,~~ 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications."

T3
1. #21185 (Robert Schader) Suspension Parts Substitution
Thank you for your letter. Add to the Notes for the below specification lines:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)
Rear spring relocation to shock permitted.

Nissan 370Z (09-16) / 370Z NISMO Edition (09-13)
Rear spring relocation to shock permitted.

Taken Care Of
P2
1. #21477 (Garrett Kletjian) P2 Weights - Spec Line B.5
Thank you for your letter. Please see the response to letter #21428, February 2017 Fastrack Technical Bulletin.

GCR
1. #20925 (Hilton Tallman) Start Zones #20901
Thank you for your letter. Please see the response to letter #20901.

GT
1. #21542 (Stuart Robinson) Car Classified Wrong Class
Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

GT2
1. #20530 (Jonothan Benefield) Ginetta G55 Homologation
Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

SM
1. #18817 (Mark Beyer) Replacement Front Wheel Hub With Tapered Roller Bearings
Thank you for your letter. Please see the response to letter #21362, March 2017 Fastrack Technical Bulletin.

2. #20629 (Chris Dilluvio) Allow 90-97 Cars to Use 99-05 Rear Suspension Uprights
Thank you for your letter. Please see the response to letter #20525.

3. #20910 (Dan Goff) Subframe Reinforcement
Thank you for your letter. Please see the response to letter #20909.

4. #20913 (Tom Brown) Sub Frame Bracing
Thank you for your letter. Please see the response to letter #20909.

5. #20914 (Joseph Tobin) Sub Frame Weld
Thank you for your letter. Please see the response to letter #20909.

6. #20915 (Dan Tiley) I Support Allowing Gussets to be Welded to SM Forward LCA Mounts

Thank you for your letter. Please see the response to letter #20909.

7. #20917 (Jamie Tucker) Reinforcement of the Front Sub-Frame
Thank you for your letter. Please see the response to letter #20909.

8. #20928 (Chris Lefferdink) Subframe Reinforcement
Thank you for your letter. Please see the response to letter #20909.

9. #20955 (Steven Holloway) Please Reconsider Allowing Front Subframe Bracing
Thank you for your letter. Please see the response to letter #20909.

10. #20980 (Tom Fowler) Front Sub Frame
Thank you for your letter. Please see the response to letter #20909.

11. #21047 (MICHAEL LATTANZIO) Front Subframe Reinforcement
Thank you for your letter. Please see the response to letter #20909.

12. #21118 (Marc Cefalo) Support Proposal B Allow Intractability Between Listed NA Cars
Thank you for your letter. Please see the response to letter #20525.

13. #21123 (Jim Drago) NA/NB Suspension
Thank you for your letter. Please see the response to letter #20525.

14. #21201 (Brandon Fetch) Suspension Proposal
Thank you for your letter. Please see the response to letter #20525.

STU
1. #21430 (Jason Hart) BMW M235i Racing in STU
Thank you for your letter. Please see the response to letter #21433.

T1
1. #21517 (Rob Bodle) Intake/Non OEM
Thank you for your letter. This configuration is classified under the following spec line:

5000 Coyote / weight: 3475lbs / 70mm flat plate restrictor

T4
1. #21443 (Dan Wiegandt) Limit Model Years for Subaru BRZ and Scion FRS
Thank you for your letter. Please see the response to letter #21143, February 2017 Fastrack Technical Bulletin for capping 2016 in the specification lines and letter #20514, March 2017 Fastrack Technical Bulletin for the addition of 2017.

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 provide your thoughts on

allowing this for 2018 through crbscca.com.

RESUMES

1. #21438 (Blake Meredith) Resume for Production Advisory Committee
Thank you for your interest and for submitting your resume to the Production Advisory Committee. It will be kept on file for any future openings.

TECH BULLETIN

DATE: March 20, 2017
NUMBER: TB 17-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/31/2017 unless otherwise noted.

American Sedan
AS
1. #21580 (Jim Wheeler) Clarify The Bumper Absorbing Material Rule
In GCR section 9.1.6.D.7.c.1., add the following language:
"Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. *Bumper absorbing material may be removed.*"
2. #21581 (Jim Wheeler) Allow Removal of Electric Steering on Full Prep Cars
In GCR section 9.1.6.D.9.d., add a new section as follows:
"*4. Full Preparation cars that have OEM electric steering may remove it.*"

B-Spec
None.

Formula/Sports Racing
FC
1. #21540 (Club Racing Board) Change Zetec Oil Pump Diameter
In GCR Section 9.1.1.B.16.h, change the last sentence as follows:
"The maximum pressure rotor dimensions are 1.600 inches in diameter and ~~0.863~~ *1.025* inches in length."

FV
1. #20133 (Formula/Sports Racing Committee) Clarify FV Intake Manifold Language
In GCR section 9.1.1.C.5.D.20.d., remove the following language:
"All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds ~~must remain unpainted with color but~~ may have a thin, transparent or translucent ~~coat of rust proofing material or clear~~ coating ~~type~~ of rust proofing material applied. Discoloration or darkening of the manifold itself from heating or aging, or yellowing of coatings with aging, is allowed. Other than the allowed ~~clear coat~~ coating for rust protection, any other type of coating including conversion coatings ~~or the addition of color~~ are prohibited. Removing material from the outside of the manifold to achieve the legal dimensions is not permitted."

P2
1. #21392 (Jeff Shafer) P2 Rear Wheel Max Width Error or Omission
In GCR section 9.1.8.D.F, make the following change:
"Wheels shall have a minimum diameter of 10 inches and cars with wheels exceeding ~~10~~*10.5* inches and up to 11 inches in width shall carry a 25lb penalty, cars with wheels exceeding 11 inches in width shall carry a 50lb penalty, unless otherwise specified and provided they are identical for the right and left front axles and identical for the right and left rear axles."

GCR

1. #21251 (Laurie Sheppard) Appointment of Officials
In GCR Section 5.1.2.B., make the following changes:
"The SCCA will appoint for each ~~Conference~~ *Super Tour*, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their ~~Conference~~ *Super Tour*. At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority"

2. #21350 (Chris Morgan) Battery Placement Clarification
In GCR section 9.3.8., add the following language to the first sentence:
"Battery location is unrestricted within the bodywork (except Spec Miata, Touring, *B-Spec,* and Improved Touring)."

3. #21473 (Chris Morgan) Master Switch not Required in B-Spec
In GCR section 9.3.33., add the following language to the first sentence:
"All cars, except Touring *and B-Spec* shall be equipped with a master switch easily accessible from outside the car."

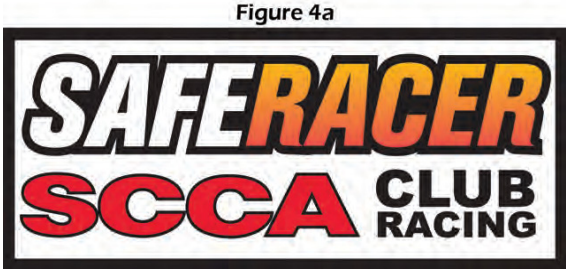
4. #21664 (SCCA Staff) Update the Road Racing Field Logo
Effective immediately, in GCR section 9.3.28, replace the current field logos as follows:
In 9.3.28.C, change the reference to figure 4a to figure 4:
"Each driver's suit shall display the official SCCA uniform patch logo (see figures 2 and 3). Each car competing in an event shall display the official SCCA field logo (see figures 4a 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped"
Below GCR section 9.3.28.D, remove Figure 4 and Figure 4a:

Figure 4



Official SCCA Field Logo
Item #2608 (8.5 x 3.5 inches)

Figure 4a



Add new Figure 4:

Figure 4



Official SCCA Field Logo

See Race Memo RM 17-04

Grand Touring

1. #21570 (Stuart Robinson) Reclassify V6 Ginetta G55 to GT2
Effective immediately in GT1-ST, remove the incorrectly classified Ginetta G55 and re-classify it to GT2/ST as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
~~Ginetta G55~~	~~3700~~	~~2650~~		~~Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Factory (OEM manufacturer) Lexan front windows allowed as delivered.~~

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Ginetta G55	*3700*	*2650*		*Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Cars must comply to 2017 GT4 specs. Factory (OEM manufacturer) Lexan front windows allowed as delivered.*

GT2

1. #21320 (Kathy/Topp Racing Performance Mead) Classify the Porsche Cayman GT4 Clubsport in GT2
In GT2-ST, classify the Porsche Cayman GT4 Clubsport as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Porsche Cayman GT4 Clubsport	*3800*	*2950*		*Cars must comply to 2017 GT4 specs.*

GT3

1. #21429 (Michael Heintzman) Addition of Models into GTCS
In GT3, Cars - Mazda, classify the 2016-2017 Mazda MX-5 Miata and 2017 Mazda MX-5 Miata RF as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MX-5 Miata	*16-*	*2dr*	*RWD*	*91.0*	
MX-5 Miata RF	*17-*	*2dr*	*RWD*	*91.0*	

2. #21500 (Jeff Barrow) Classify 2002 Acura RSX s in GT3
In GT3, Acura RSX, add to the notes as follows:
"*Stock fuel tank allowed.*"
Note: See Racing Memo 17-03.

Improved Touring
None.

Production
1. #21373 (Glen McCready) Allow '06-'14 MX-5 an Alternate Cable-Driven Throttle Body
In EP, Mazda MX-5 (06-14), make the following changes:
Fuel Injected Equipped Throttle Body:
"~~stock throttle body i.d.~~ *60mm*"
notes:
"*Stock Acura 60mm cable operated throttle body part number 16400-PND-A17 permitted.*"

FP
1. #20097 (William Black) Chevrolet Sonic
In FP, classify the Chevrolet Sonic as follows:
See attached.

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke 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.)
Chevrolet Sonic (2012-2016)	*2*	*2200 * 2255 ** 2310*	*4 Cyl. DOHC*	*80.5mm x 88.2mm*	*1796cc*	*Iron*	*Alum*	*(I)*	*Fuel injection*	*99.4"*	*63.7"/63.7"*

FP	Wheels (max)	Trans.	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Chevrolet Sonic (2012-2016)	*15x7*	*5*	*(F) 274 mm 26mm solid (R) 229 drum*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450"*

Spec Miata
1. #20909 (Chase Heikkila) SM Front Subframe Bracing
In GCR section 9.1.7.C.3., add a new section as follows:
"*s. Front subframes may use Mazda Part #0000-04-5989.*"

2. #21184 (John Bauer) Clarify Removing Material From Short Turn Radius
In section 9.1.7.C.1.f.4, clarify short turn radius modifications as follows:
"No material may be removed *(except as permitted in section 9.1.7.C.1.f.3)* or added from the short turn radius in the port."

Super Touring
ST
1. #21629 (Super Touring Committee) World Challenge Touring Cars

In GCR section 9.1.4.A., change the language in the third paragraph as follows:
"World Challenge ~~vehicles~~ Touring Cars that are non-compliant to the STCS but compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. See 9.1.4.H.4."

STU

1. #20723 (gregory goss) Additional Supercharge Spec to be added in STU for Honda S2000
In STU, Table B, Honda S2000, separate the 2000cc and 2157cc spec lines then add new language to the notes as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda S2000	2000	3100	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. *Comptech S/C Kit 354-090, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".*
Honda S2000	2157	3150	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. *Comptech S/C Kit 354-090A, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".*

2. #21441 (Eric Thompson) Safety First Request - Knuckle, Hub, Bearing, CV Failure - Part 2
In GCR section 9.1.4.1.D., add a new section as follows:
"*7. Alternate suspension components inc spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.*"

3. #21488 (Eric Fiest) Please Classify the JDM H22a EuroR Engine
In STU, Table B, classify the Honda JDM H22a engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda JDM H22a	*2157*	*Chart*	*Must meet all ST engine regulations.*

Touring

T1

1. #21534 (Eric Heinrich) BMW M235iR(Racing) in T2
Effective immediately in T1, classify the BMW M235iR (racing) as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
BMW M235iR	*2979*	*3275*			

T2

1. #21282 (Darrell Anderson) Allow a Road Race Oil Pan or Accusump
In T2, Ford Mustang GT 5.0L (2015-), add the following language to the notes:
"*Ford Racing oil pan #M-6675-M50BR permitted.*"

2. #21624 (Club Racing Board) Correct the Cadillac ATS-V (16-17) Wheel Size
In T2, Cadillac ATS-V (16-17), correct the wheel size as follows:
~~18~~ *18 x 10*

18 x 11

3. #21681 (Club Racing Board) Correct the BMW M235i R Platform Name
In T2, BMW M235i R (2016-), correct the platform name by removing the “R” as follows:
BMW M235i ~~R~~ (2016-)

T3
1. #21533 (Eric Heinrich) Correct E36M3 Specs in T3
In T3, BMW M3 (96-00), make the following corrections:
Bore X Stroke (mm): ~~85 x 85~~ 86.4 X 89.6
Displacement (cc): ~~2793~~ 3152cc
Wheelbase: ~~106.3” (=2700mm)~~ 2700mm
Final Drive: ~~3.38~~ 3.64
Brakes: (F) ~~325mm~~ 315mm (R) ~~228.6mm~~ 312mm

2. #21703 (Club Racing Board) Correct the V6 Mustang (2015-) Restrictor Size
In T3, Ford Mustang V6 (2015-), correct the restrictor language in the notes as follows:
“~~36mm TIR required.~~ *55mm flat plate restrictor required.*”

T4
1. #21432 (SCCA Staff) Classify the 2015 Miata
In T4, Mazda MX-5 (04-15), make the following change:
Mazda MX-5 / Club Model (~~06-14~~) (06-15)

JUDGEMENT OF THE COURT OF APPEALS
Stephen Temple vs. SOM COA Ref. No. 16-18-SP
February 16, 2017

FACTS IN BRIEF
On October 30, 2016, at the Pacific Coast Road Racing Championship at Auto Club Speedway, Stephen Temple, driver of FF #15 filed a protest against Eric Little, driver of FF #5. Mr. Temple alleged that Mr. Little violated the 2016 Cal Club Supplemental Regulations Formula F Tires and GCR 9.1.1.B.10.e by using tire compounds not specified in the rules.

The Stewards of the Meeting (SOM), Irene Wells, and John Reitman, Chairman, met, reviewed the evidence and heard testimony from witnesses. The SOM determined the specific tire rule relied upon by Mr. Temple had been deleted from the Supplemental Rules earlier in 2016. The SOM ruled the tires used by Mr. Little were therefore compliant and disallowed the protest.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on November 17, 2016, December 8, 2016, February 9, 2017, and February 16, 2017, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Stephen Temple, received November 11, 2016.
2. Official Observers Report and related documents, received November 11, 2016.
3. Copy of Entry Form and Supplementary Regulations as published and distributed and other documents, received on December 2, 2016.
4. Chairman, SOM, Responses to COA Questions, received December 19, 2016.
5. Amended ruling and associated documentation, received February 9, 2017.

FINDINGS
Mr. Temple's appeal states the Pacific Coast Road Racing Championship Supplemental Regulations distributed with the entry form and also on the Cal Club web site included the restrictive Formula F tire rule. He, therefore, felt it must be enforced.

The COA reviewed the documentation in the file, determined several procedural issues existed and returned the protest to the SOM through the Executive Steward, Southern Pacific Division, with a request that it be reopened, reviewed and reheard.

The SOM met at Auto Club Speedway on January 14, 2017, and reopened the protest. The SOM obtained testimony from all parties and reviewed all the evidence. Based on the reevaluation, the SOM issued a revised ruling upholding Mr. Temple's protest. The final results were amended.

The SOM fully discussed and explained both their findings and revised ruling with all parties. All parties were offered the opportunity to appeal the revised ruling. No party to this matter requested further review by the Court of Appeals. This matter is now closed.

DECISION
The Court of Appeals dismisses Mr. Temple's appeal and returns it unheard. The appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Curtis Gong vs. SOM COA Ref. No. 17-01-SP
February 16, 2017

FACTS IN BRIEF

On January 14, 2017, following the Group 7 U.S. Majors Race at Auto Club Speedway, Curtis Gong, driver of Spec Miata (SM) #71, filed a protest against Justin Hall, driver of SM #41, for contact resulting in Mr. Gong spinning and going off course. Mr. Gong asserted Mr. Hall had violated General Competition Rules (GCR) 6.11.1.A., B., & C. Mr. Hall, who was also forced off course during the incident, filed a protest against Mr. Gong citing violation of GCR 6.11.1.A. alleging avoidable contact. The Stewards of the Meeting (SOM), Bill Wells, Edward Paul, Roger Littel, and Jack Kish, Chairman, met, reviewed the evidence, heard testimony from witnesses, upheld Mr. Hall's protest, and disallowed Mr. Gong's protest. In upholding Mr. Hall's protest, the SOM determined that Mr. Gong had violated GCR 6.11.1. by turning into Car #41 and causing the contact. The SOM assigned a penalty of Loss of Finishing Position by moving Car #71 from position 16 to position 18 (which also affected the grid for the January 15 race) and assessed two (2) penalty points. Mr. Gong is appealing the decision of the SOM based on video evidence not available to the first court.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on February 9 and February 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Curtis Gong, received January 23, 2017.
2. Rear-facing Video from Car #68, received January 23, 2017.
3. Official Observers Report with related documents, witness statements, and videos, received February 1, 2017.

FINDINGS

In his appeal, Mr. Gong provided still shots and truncated rear-facing video from Car #68 (Clement Lee) purportedly showing that midway through Turn 3 on the first lap of the race there were two distinct lines of cars. Mr. Gong asserts that approaching Turn 4, Mr. Hall in Car #41 moved to the center between the two lines to pass both Car #12 (Grant Westmoreland) and Mr. Gong in Car #71, thereby causing the contact.

The COA examined Mr. Gong's appeal letter, his analysis, and viewed the new video he provided. The COA also reviewed the original protests, witness statements included in the Observers Report, and viewed the three videos submitted to the SOM: front-facing video from Car #71 (Gong), front-facing video from Car #41 (Hall), and front-facing video from Car #10 (Wesley Mollno). Mr. Mollno's car was immediately behind Mr. Hall in Turn 3. The file also included a detailed summary of the hearing provided by Chairman Kish as part of the Observers Report.

Based on careful viewing of all four videos, the COA determined that there were three distinct lines of cars in the middle of Turn 3. The COA noted a car at the front of the pack entering Turn 3 had a momentary loss of control and locked up the brakes creating a large cloud of smoke, which caused the trailing cars to take evasive action. This evasive action caused multiple cars, including Car #12, to enter the corner outside the right edge of the track, which was marked with orange cones.

Approaching Turn 4, Car #12 was trying to regain control and return to the racing surface. Mr. Hall had stayed on the marked surface and was overtaking Car #12 and Mr. Gong at the same time as Car #12 was moving to the left, returning to the proper racing surface. Mr. Hall moved to center track (which was clear) giving Car #12 room for reentry without

impeding Mr. Gong. At the same time Mr. Gong was rapidly running out of track on the left side and he moved slightly right to turn in to Turn 4. This placed Mr. Hall in the center of two converging lines of cars with others tightly following, which left him no opportunity to take any additional action that would have avoided contact. In fact, after contact with Car #71 slowed him slightly, Mr. Hall's car was immediately contacted by two trailing cars. The COA finds it impossible to divine a scenario in which some contact would not occur in this situation.

The COA, therefore, overturns the decision of the SOM without assessing blame to either party. The COA finds the SOM acted appropriately with the information that was available to them. As the penalty assessed was a loss of position affecting the January 15, 2017 grid, the COA cannot provide Mr. Gong with complete relief, but the penalty points assessed against Mr. Gong's license will be removed.

DECISION
The COA overturns the SOM's decision and removes the two (2) penalty points assessed against Mr. Gong. Mr. Gong's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Claudio Burtin vs. SOM COA Ref. No. 17-02-SE
February 16, 2017

FACTS IN BRIEF

On January 14, 2017, following the Group 5 Hoosier Racing Tire Super Tour Race at Sebring, Florida, Claudio Burtin (GT1 #71) protested Simon Gregg (GT1 #59) citing non-compliance regarding engine displacement. The Stewards of the Meeting (SOM), Bob Henderson, Matias Bonnier, John Edridge, Stu Cowitt and John Walsh, Chairman, met, set a bond, reviewed the evidence, and determined the engine displacement to be compliant. Mr. Burtin appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on February 2, February 9, and February 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Claudio Burtin, received January 25, 2017.
2. Official Observers Report and related documents, received February 2, 2017.
3. Email and documents from John Walsh (Chairman of the SOM), dated January 17, 2017.

FINDINGS

Mr. Burtin's protest originally stated "The motor is big. The motor is oversized for the regulation of what is allowed." After discussing the protest with a driver advisor the protest was amended with additional specificity: "Larger than 366 cubic inches." The SOM accepted the protest and worked with both parties to set a mutually agreeable timeline and method for determining the engine's displacement.

The SOM received a signed letter of Agreement of Measurement Process from the Protestor and Protestee. This stated the measurements would be made at the track independently by three Tech Inspectors with a tolerance of plus or minus .002 inches. A bond was set to remove and replace both cylinder heads. Tech performed the measurements for cylinder bores and strokes on the left bank and calculated the total engine displacement at 359.9 cubic inches. The SOM confirmed the measurement methods and calculations were proper, determined the engine displacement to be well under the maximum permitted, and judged that neither the Protestee nor the Protestor would benefit from further invasive inspection, The SOM declared the engine displacement compliant.

The General Competition Rules (GCR), appendix F (Technical Glossary) defines displacement as the swept volume of one cylinder times the number of cylinders in an engine. The inspection of the engine exceeded this definition. Mr. Burtin argued that in an asymmetric engine design "displacement can only truly be measured by measuring all cylinders". The COA considered his position and performed mathematical calculations to identify the cylinder modifications necessary in the opposite bank to achieve and then exceed the allowable displacement for Car #59. Those calculations were based on the actual values of the measured bank both individually and collectively. The COA determined that for this engine to be a non-compliant, asymmetrical engine, the right side cylinders would need to be bored an additional 0.070 of an inch to make the displacement exceed 366 cubic inches. The imbalance would be drastic, thus negating any advantage of the increased displacement.

DECISION

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

reduced commensurate with removal of only one cylinder head. The bond distribution will not be changed. $780 will be returned to the Protestor for work planned but not completed. The remaining bond will be returned to the Protestee.

DIVISIONAL TIME TRIALS COMMITTEE
03/14/17 – Minutes

Participants:
BOD: Jim Weidebaum, Tere Pulliam
EP: Heyward Wagner
DTTC: Kent Carter (SouthWest), Dave Deborde (NorPac), Chuck Deprow (MidWest), Tony Machi (Central), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

Reports:

Board of Directors Report

Ongoing Business:

Track Inspection Guidelines
Re-Branding – Track Events, Competition Events

- Track Events
  - Non-Competitive
    - -Track Days
  - Competitive
    - -Track Trials
    - -Hill Climbs
- Approved
  - In favor: Carter, Deborde, Deprow, Machi, Yip
  - Opposed: Theodore

New Business:
Committee Membership

RALLYCROSS BOARD MINUTES | March 7, 2017

The RallyCross Board (RXB) met via conference call on March 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 EST.

- Chairman Report (Hyatt): The RallyCross app is progressing. The app is out of programming and is waiting for Itunes and Google to approve. The app will be able to use push notifications at the Dirtfish National Challenge and Championship to send information to the competitors. Andie Albin should have a packet ready for RallyCross regional chairs to download and print at FedEx printing offices soon. Two new tire sponsors will be announced this week.

- RallyCross Safety Committee (Chris Regan): There have been no incidents to report in the last month. The safety committee discussed the windshield rule and sent updated language to the RXB for review and approval. Safety Steward renewals will be due this year. The committee will be working on the process to renew Safety Steward licenses.

- Rules Committee (Keith Lightfoot): Several more comments have been posted on sccarallycross.com forum about 2018 rules proposals. Request for interpretations on existing rules have been responded to and posted on the forum. A question has been asked about the use of drones by a non-competitor from a location adjacent to SCCA event site flying over the SCCA event. The event chair asked the operator to stop flying over the site and they complied. The need for additional guidance will be discussed by the rules committee.

- RallySprint and RallyTrials Committee (Kito Brielmaier): Steve Hyatt attended the Waste Management Event. There were more cars registered than last year and the organizers were happy with the event. Scott Beliveau and Steve Hyatt discussed the Safety Steward training and Scott will come up with additional content for RallySprint Safety Steward training. A RallySprint occurred in Texas at Rally Ready. The event went well. Additional events are being scheduled and other sites are being reviewed. Kito Brielmaier was contacted by MotorTrend. MotorTrend was interested in covering an upcoming RallySprint as part of on online series. The schedule did not work out so MotorTrend will be covering a RallyCross instead of the RallySprint.

- DirtFish National Championship Planning Committee (Mark Macoubrie): The DirtFish National Championship Planning committee met March 1st, 2017. The Committee completed the Supplemental Rules and sent the rules to the RXB for approval. The committee also discussed Chief roles for the DirtFish National Championship and reviewed the action item list.

The DirtFish National Challenge Format will include running three courses. Course one will be run on Saturday morning. Course 2 will be run on Saturday afternoon and course 2 will be run backwards on Sunday. Both courses will be setup on Friday. Course layout changes were made to maximize the amount of seat time for the event. Course adjustments will be made at the end of Saturday competition as needed for the Sunday course.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards met via teleconference on February 23rd, 2017. Six Divisional Stewards and three invited guests were in attendance. The Divisional Stewards discussed potential RallySprint sites, expiring of safety steward licenses and the current windshield rule.

- Old Business
  Windshield Rule (Macoubie): The RXB had additional discussions on the current windshield rule. A proposal was made to replace the current rule with the following rule.

  The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.

  Kito Brielmaier made a motion to approve the new rule. Mark Macoubrie second the motion. The rule PASSED (5-1) Ron Foley opposed. The rule will be posted on the forum and SCCA RallyCross Facebook.

  National Challenge and Championship Supplemental (Macoubrie): Mark Macoubrie made a motion to accept the supplement rules submitted by the DirtFish RallyCross National Championship Planning Committee. Motion was seconded by Chris Regan and PASSED (6-0). The final document will be sent to Brian Harmer to be posted on scca.com

- New Business
  RXB periodic communication/newsletter to members (Lightfoot)
  Keith recommend the board put out a newsletter once or twice a year to the RallyCross community about new developments in RallyCross and an annual recap of the national program.

  Meeting with ICs for Writing position (Hyatt)
  The RXB discussed the addition of a content editor/writer for the national events. A second candidate was interviewed by the RXB. A third candidate is also being considered.

  Safety Webinars (Harmer)
  Brian Harmer indicated GoTo Webinar is a product the SCCA National Office has which can be used for nationwide webinars on items including training and town halls.

Meeting Adjourn 10:02 pm EST
Next Meeting: April 4th, 2017.
Submitted by Mark Macoubrie

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

The RoadRally Board met via conference call on March 9, 2017; meeting called to order at 7:35 pm CST by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Earl Hurlbut and Bob Dowie, BOD liaisons, Lee Hill, BOD Chairman, and Jamie Mullin, National staff.

1. February minutes stand as published in FasTrack
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe. Another great issue this month. All rally organizers are encouraged to promote the newsletter at their events. The links to upcoming event flyers was particularly well done.
3. SCCA Staff Report: Jamie, nothing this month. Anything from the BOD Liaisons? Bob reported that the road rally sticker rule change was approved (see 5.b below); Lee said that SCCA is trying to hire a new boss, there may be an announcement in April
4. NEC Report (Mike T) – no NEC meeting yet this month
    a. Arizona Border Double Nationals – lots of S cars, they found us through the SCCA Road Rally calendar, with flyer attached; Jim Crittenden said that John Getchell did a good job as chairman
    b. Upcoming events – Mark Haas Memorial rallies in New Jersey, a fire at the headquarters hotel has not affected the rally
    c. Should the rule in the RFOs regarding no Nationals or Divisionals on the weekends on either side of USRRC be relaxed? Since RFOs are still in flux, this would be easy to change for 2018, but will not be changed 2017; RRB is in favor of not changing this.
5. Old Business
    a. SCCA HQ support for USRRC (Mike T)
    Per Howard Duncan, there is no line item in the budget for USRRC support
    b. March BOD meeting – "Sticker Rule" change was approved. Notice of this rule change is included in these March minutes. See attachment following.
6. New Business
    a. Official Results Reporting – Bruce Gezon will talk with Greg Lester about making the results form easier to fill out; more next month
    b. Thank you note received from Clarence Westburg for his award for serving on the RRB.
    c. Effective April 1, Rich will open the window for suggesting 2018 rule changes. Suggestions must be received by June

30.

7. RRB Priorities for 2017 (What we would like to accomplish in 2017)
    a. Included in agenda. Report on status tonight – *indicated by italics*

RRB Priorities for 2017

A. Safety Steward Program

Peter reported that he has been working on modifying the Divisional Road Rally Steward job description, drawing from the RFOs, and this includes the Safety Steward program; the RRB is developing the Safety Steward program and the DRRSs will administer it. ***Motion****: Divisional Road Rally Steward Appointment: One per Division, appointed by the Road Rally Board. Duties: Responsible to the Road Rally Board for supervising and administering the Road Rally Safety Steward Application process, assist with Regional Road Rally Development activities and if possible develop and maintain a program of Divisional Road Rally series in accordance with the rules, standards and procedures established for the Road Rally Program. Additionally, will serve as an advisory resource for the Road Rally Board on event operational topics.* ***P/R/pass****. The next step is to send the new job description to existing Divisional Stewards. Peter said that in establishing the processes for licensing and renewing Safety Stewards and SS Instructors he 'borrowed' much from the Solo Program; he asks the other RRB members to read this information offline and provide feedback next month; it ties in to the knowledge test Mike B put together. Peter also produced a spreadsheet that is essentially a 'list of lists' including regions with a rally chairman, inactive regions, any RRSSs and/or DRRSs in regions.*

1. Review current list (Peter) –
    a. Identify focal person for each region
    b. Review Safety Stewards and SS Instructor lists with region focal
        i. Remove inactive licensees
2. Process document for license and re-certification (Peter) – *see above*
3. Training/knowledge test (Mike B) – *source materials were not internally consistent; need to define passing score (75-80%?), tried to incorporate both TSD and GTA, draft of test has been reviewed a couple of times. Mike will send an email summarizing the discrepancies*
    a. Coordinate existing materials
    b. Create a knowledge test
    c. Modernize/On-line training

B. Communication Strategy (Rich) – *distributed first draft of the communication plan, more next month*

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) – *creating a series of emails for organizers; 5 topics: increasing attendance, spreadsheet scoring, pneumatic hose use,*

apps for rallying, creating tulip route instructions; Jim plans to tap in to various people for their expertise; Rich – these might be topics to be revisited, perhaps annually

3. E-mail Communication (Rich)

C. Regional Development (Clyde) – *trying to put together something from various documents*

1. Road Rally "Starter Kit" (Clyde)
    a. GTA Q&A
    b. Tour TSD (simple)
2. Rallymaster Starter Kit (Clyde)
    a. Process document(s)
3. Divisional Steward Role
    a. Mentorship
4. National Coordinator

Other business:
Peter said that Sasha sent note to Howard, who sent to Heyward about perhaps having a Targa event in Texas; Rich organizing a Kansas event called Party at the Park for August.

Motion to adjourn at 9:12 pm CST
Next meeting via conference call, April 13, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

To: The SCCA Road Rally Community
From: The SCCA Road Rally Board

Effective with the publication of the March Fastrack newsletter, Article 13 of the Road Rally Rulebook is amended as follows:

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.

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2017

BOARD OF DIRECTORS

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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 in Kansas City, Missouri March 31 and April 1, 2017.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. KJ Christopher was absent.
Staff participating were: Mindi Pfannenstiel, Senior Director of Finance; Eric Prill, Vice President and COO and Aimee Thoennes, Executive Assistant.
The meeting was called to order by Vice Chairman Helman.

Pfannenstiel provided the Bod a financial report. An update was given on the cost accounting management reporting results. Discussion about insurance coverages for Regions who are supporting non SCCA events. The consolidated audit will begin with fieldwork the second week of April.

IT Committee has reestablished their weekly calls and had one face to face meeting. IT Committee reported on their review of netForum and supported the desire of the staff to work with Abila as explained in the Statement of Work. The goal is that their consultants will be at the National Office for hands on training to assist with combining our processes with the system to promote efficiencies and accurate data. Additional discussion on Registration systems continues.

Prill provided program updates and discussion over region car counts per event. Projections for 2017 Runoffs participation with survey data. GCR will be available via Amazon. Staff is utilizing Amazon CreateSpace for rulebooks to provide consistent opportunity to download or print.

> MOTION: To approve CRB Recommended Items as presented see Appendix A. Merideth/Lindstrand. PASSED.
>
> MOTION: to accept the changes to the Recommended Rule changes 2 a-d to read as shown below. Coleman/Davis. Passed.
>
> 2 RallySprint vehicles will be classified into one of four categories:
>
> a RallySprint Two-Wheel Drive Under 2.5 Liters (R2U) - for front- or rear-wheel drive vehicles with adjusted engine capacity of 2499 cc's or less.
>
> b RallySprint Two-Wheel Drive Over 2.5 Liters (R2O) - for front- or rear-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.
>
> c RallySprint Four-Wheel Drive Under 2.5 Liters (R4U) - for all- or four-wheel drive vehicles with adjusted engine cai:>acit',' of 2499 cc's or less

d RallySprint Four-Wheel Drive Over 2.5 Liters (R4O) -- for all- or four-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

MOTION: to approve the recommended rule change to IX. Event Safety Requirement with modifications to the last sentence in section B. End of sentence shall read: “ambulance must be on site or notified in advance of the event”. instead of “on call”. Coleman/Davis.
Passed.

IX. Event Safety Requirements.

B. A cellular phone or other means of reliable communications must be available on-site to contact authorities in the event of an emergency. For RallySprint events, at least one medical first responder (e.g. EMT, Paramedic, RN, Physician) must be on site and an ambulance must be on site or notified in advance of the event.

MOTION: to appoint Kent Hamilton to fill the vacant position on the RXB. Coleman/ Lindstrand.
Passed

MOTION: To adjourn. Merideth/Dowie. PASSED.

Appendix A: Club Racing Rules

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. If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

SRF
1. #21358 (March Fastrack - Todd Butler) SRF to SRF3
Per agreement between SCCA Enterprises, SCCA Enterprises BoD, SCCA Inc BoD representatives, and CRB, change 9.1.8.2.A.:

9.1.8. Spec Racer Ford (SRF) Specification
2. SPEC RACER FORD 3 (Parallel Class with SRF for 2015-2017)

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

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

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

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

GCR
1. #21257 (March Fastrack - Greg Amy) GCR 9.3.18 and RM 16-08
Thank you for your letter. Add to 9.3.18.E.1.: *SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.*

GT1
1. #21302 (April Fastrack - Mike Kapp) Allow Use of All Pro Cylinder Head AP227
Thank you for your letter. Add All Pro Cylinder Head AP227, AP220 & AP272 to section 9.1.2.D.1.e.3.
In GCR section 9.1.2.D.1.e.3, add the following language:

“V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, aluminum V-6 GM bow tie block, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head*s, AP227, AP220, AP272* and part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (Siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.”

The CRB recommends this change become effective **6/1/17**.

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

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

2. #21445 (April Fastrack - Super Touring Committee) STL Type R spec
GCR 9.1.4.2.I, Table A (p636 Feb 17 GCR), first row "Acura/Honda B18C (JDM Type R)" et al, change Notes items as follows:
"Any porting and or polishing of intake and or exhaust ports outside of the ~~GCR 9.1.4.2.B.3,~~ 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications.»

T3
1. #21185 (April Fastrack - Robert Schader) Suspension Parts Substitution
Thank you for your letter. Add to the Notes for the below specification lines:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)
Rear spring relocation to shock permitted.

Nissan 370Z (09-16) / 370Z NISMO Edition (09-13)
Rear spring relocation to shock permitted.

SOLO EVENTS BOARD | March 22

The Solo Events Board met by conference call March 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut of the BOD; Raleigh and Velma Boreen. 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

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 Solo Events 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.soloeventsboard.com.

Street

#20099 SSR numbers

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

~~4. Participation Requirement- If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

#20246 Changes to SSR

Based on member feedback, the SAC is recommending the following rule change to class SSR in Appendix A, effective 1/1/2018:

"This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.

~~2. Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than ±¼" from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~

~~3. Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.~~"

Member Advisories

Street Prepared

#20625 Reliability improvement clarification

Mating parts may be modified to accept alternate fasteners used to mount replacement items allowed due to 15.8.L and 15.10.DD. Alternate fasteners must meet the same restrictions as all other components replaced under the reliability rules.

Change Proposals

Street

#20242 Lotus Elise Classing

The SAC would like member feedback on the following revised version of proposed classing changes (original version appeared in the November Fastrack):

Move to SS from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige S (exc S260, club racer)(2006-2011)

Move from SS to AS:

Lotus

Elise (non supercharged) (2005-2011)

Exige (non supercharged) (2006-2011)

#20511 Adding new cars to SSR

The SAC is requesting member feedback on adding the following new listings to Appendix A:

SSR

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro SS 1LE (V8) (2017)

Camaro ZL1 (2017)

Corvette C7 Grand Sport (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)

Mustang Shelby GT350R (2016)

Mustang Shelby GT500 (2007- 14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

Cayman GT4 (non-Clubsport) (2016)

911 (exc GT3) (2015-2017)

#21519 More expansive, non-performance electronic defeats

Per the SAC, member input is requested on the following proposal to add to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

Prepared

#15375 Limited Prep rules cleanup

The PAC is requesting member feedback on the following changes to the Limited Prepared rules. The proposed changes remove unnecessary restrictions, that have limited impact on the competitiveness of a vehicle. These changes also ease the transition from Street Touring, into Limited Prepared Category.

"17.5.D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~

2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

~~1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~

~~2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.~~"

Modified

#21231 Rear anti roll bar on Solo Vee

Per the MAC, in order to restore consistency with the current GCR wording, CM section C.7.c is proposed to be changed as follows:

Springs, shock dampers, their actuation*, anti roll bars,* and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*

Other Items Reviewed

Street

#21597 #21277 Allowing Skip Shift Defeat Devices

Thank you for your input. The SAC appreciates your contribution to the verbiage.

#21697 SSR: Proposals 20099 & 20246

The SAC would like to thank the following letters for their input on SSR proposals #20099 and #20246: 20268, 20269, 20273, 20274, 20278, 20289, 20290, 20291, 20292, 29295, 20296, 20324, 20327, 20586, 20932, 20938, 20954, 20966, 20978, 21616, 21618, 21619, 21650, 21691, 21692, 21693, 21694, 21695, 21697, 21651, 21531, 21395, 21149, 20978, 20933, 20325

#21559 Move from BS to CS - Z4 (coupe and roadster)(non M) (2003-2008)

Thank you for your input.

#21558 Update to 12-month rule proposal

Thank you for your input.

Not Recommended

Street

#21509 Move C7 Corvette Grand Sport from SS to AS

Thank you for your input. The SAC will continue to monitor the performance of the all of the Corvette models.

#21511 Active preheating of fluids

Thank you for your input. Per 1.3.2.P, the SAC believes it would be a safety hazard to allow open flames or other active heating devices in Grid.

#21526 Wheel Width Allowance

Thank you for your input. The SAC feels the current wheel allowances provide competitors adequate tire fitment allowances.

#21615 BMW Z4 from BS to CS, Change to wheel offset

Thank you for your input on the Z4 classing proposal #20588. However, the SAC believes the current offset rule gives sufficient wheel selection options and does not need to be altered.

#21669 Think of the children (aka the track ponys are improperly classed

Thank for your input. The SAC will continue to monitor the performance balance in AS, BS and FS.

Street Touring

#20946 STP Gearing Allowance

Update/backdate does not presently apply to ST at the category level. STP is a provisional class and thus may deviate from the rest of ST, and we will take your input

under advisement.

#21321 Exhaust rule change request to include air injection in STF

Removal of air injection components from the header is not considered appropriate or necessary at this time.

#21328 Rule change, clutches and drive line allowance

The STAC thanks you for your input, but this change is not considered consistent with the philosophy of the category.

#21387 Mustang GT 350

The STAC does not believe this is a good fit for STP.

The GT350 exceeds the performance potential of STP. It is configured from the factory with hard parts that are not found on the base GT model, and are not otherwise addressed with STP allowances. The performance differences are due in part to body and driveline changes including but not limited to a more powerful engine, twin plate clutch, lighter transmission, revised body work, and aero components.

#21506 Consider reclassing Mazdaspeed Miata from STU to STR

At this time we feel the car is correctly classed in STU. The STAC thanks you for your input.

#21595 Engine overbore allowances

The STAC prefers not to change the overbore allowance at this time because the committee does not believe this would be good for the category. Please also see the response to item #21365 in the April Fastrack.

Prepared

#21490 Time to do away with the Limited Prep rules

Thank you for your input. The PAC has seen good growth in EP because of the Limited Prep allowances. The PAC will continue to monitor Limited Prep participation.

Handled Elsewhere

Street

#21694, 21707, 21531, 21616, 21618, 21619, 21650, 21651, 21691, 21692, 21693, 21695, 21700 SSR Feedback

Please see the response to #21697, and items 20099 and 20246 elsewhere herein.

Street Touring

#20642 Reclass RSX Type S from STF to STX

Please see the proposal in response to letter #21408

Tech Bulletins

General

#21450 Solo rule 4.5

Clarify 4.5 to read as follows:

If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from all further class competition for all drivers for that day and heat*. Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.

Street

#21623 2016 Scion FR-S Release Series 2.0

Per the SAC, the following error correction is provided for Appendix A:

CS

Scion FR-S (with TRD suspension inc Release Series 1.0 *and 2.0*)

#21557 Changes to standard part definition

The following sentence is added for clarification purposes to the Standard Part definition in Section 12:

Manufacturer options which are dealer installed must be specifically listed in Appendix A in order to be eligible.

Street Prepared

#21625 SP Class for 2016+ Ford Focus RS

Add to Appendix A under ASP

Ford

Focus RS (2016-2017)

#21472 SP classing clean up, Laser & Forester 2.5XT still shown in ESP

The SPAC has provided the following listing changes to correct errors in Appendix A

Remove from Appendix A, ESP, as follows

Subaru

~~Forester 2.5XT~~

Change line in Appendix A, ASP, as follows:

Plymouth

~~Laser RS Turbo AWD (1992-94)~~

Laser (AWD)

Change line in Appendiz A, ESP, as follows:

Chrysler, Plymouth, & Dodge

~~Laser (Turbo, all) (1989-99)~~

Laser (FWD)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 4, 2017

The Club Racing Board met by teleconference on April 4, 2017. Participating were Jim Wheeler, Chairman; David Arken, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

ST

1. #21727 (Super Touring Committee) Seeking Resumes
The Super Touring Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

No Action Required

B-Spec

1. #21719 (Ian Korf) Recent Yaris Changes are Against the Spirit of the Class
Thank you for your letter. The cold air box from K&N is allowed but not required for the Toyota Yaris. The OEM air box is also allowed.

GT1

1. #21541 (Howard McCall) Recent Action on FIA GT3 Porsche
Thank you for your feedback.

GT2

1. #21232 (John Hansen) Classify the 2007-2013 BMW S65 Engine
Thank you for your letter. This engine is already listed on the BMW specification line. Please see the April 2017 GCR.

2. #21535 (Steven Pounds) GT2/ST Change for Clarity
Thank you for your letter. ST cars classed in GT2 are not required to run the specification tires of their series; they just have to run a DOT tire of the appropriate size.

ITS

1. #20535 (Christopher Childs) Civic Weight Review
The CRB has found no data to support a change at this time. The CRB asks that if competitors request a weight change that will deviate from the published process, that they also submit data (preferably multiple sources) to support such an adjustment.

2. #21653 (Owen Schefer) Is There a Typo for ITS Tire Sizes in GCR Section 9.1.3.D.7.a.6.?
Thank you for your letter. The rule is written as intended. The intent of this rule is to maintain the current performance envelope while still allowing for alternate wheel widths. This gives competitors choice in combinations that best suit their needs and budget.

T2

1. #21583 (Ron Randolph) New Rule Allows T2 to Jump to T1
Thank you for your letter. The rule is clear as written. T1 weight is T1 weight and T2 weight is T2 weight. The rule allows you to race up 1 class in Touring if your car is legal for the regular class it races in. You can race your car in T1 at your T2 weight and specifications with no changes.

2. #21596 (Ron Randolph) Can Touring Cars Jump to Higher Class
Thank you for your letter. Touring cars are allowed to run in a higher Touring class (so, yes, a T2 car can run in T1). The rule is correct as written.

T3
1. #21547 (Glenn Long) Mazda Update
Thank you for keeping the CRB updated with any changes to the Global MX-5 Cup Car. The CRB will monitor the car to ensure the changes will work with the car in Club Racing.

Not Recommended
AS
1. #21714 (Mark Muddiman) Comment on 21581 - Steering Removal Language is Too Vague
Thank you for your letter. Any OEM steering rack that came on any car listed in a vehicle's specification line is available to the competitor for use, so listing specific rack ratios on specification lines or in the rules would be redundant.

B-Spec
1. #21626 (Charles Davis) Remove Wheel/Rim Weight Requirement in GCR Section 9.1.10.E.8.
Thank you for your letter. The CRB does not recommend this change, as it is not consistent with the philosophy of the class. There are 13 pound wheels available for all B-Spec cars.

GCR
1. #21659 (Blake Thompson) Request to Qualify for the Runoffs With PWC Results
Thank you for your request. The PWC is no longer part of SCCA. Only SCCA Pro races offer credit toward the Runoffs requirements.

GT2
1. #21292 (Jerold Lowe) BMW E46 M3 Body Kit Approval
Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

2. #21639 (Mike McAleenan) Request Approval of BMW E36 with Flossman/Flobman GTR Body Kit
Thank you for your letter. The CRB does not recommend this, at this time. The CRB is reviewing body work specifications for GT2 cars and may allow it in the future.

3. #21644 (Amir Haleem) Classify Toyota Supra with 2JZGTE Engine
Thank you for your request. The CRB does not recommend this.

4. #21690 (Amir Haleem) For Toyota Supra, Allow Built 2 Apex V8 Throttle Body Kit
Thank you for your letter. This is an ST car in GT2 and must maintain compliance to the ST rule set.

GTL
1. #21555 (Joe Harlan) 15 Inch Penalty
Thank you for your letter. The weight penalty is appropriate as specified.

2. #21556 (Joe Harlan) +1mm SIR Option
Thank you for your letter. The weight penalty is appropriate as specified.

EP
1. #21649 (Jacob Feigenbutz) Classify the Subaru Impreza WRX (03-07) - RWD Only
Thank you for your letter. At this time, turbocharged engines are not being classified in Production. There are other classes in SCCA where this car can be raced with the rules allowing significant changes to be made to the car.

HP
1. #21773 (Mike W. Ogren) Please Add Weight to the Early Honda CRX
Thank you for your letter. There is insufficient competition data to warrant this change.

Prod
1. #21772 (Mike W. Ogren) Consider a Track Allowance With the Eight Inch Wheel Allowance
Thank you for your letter. A number of cars in Production have tire/wheel to suspension clearance issues and those require modification of the suspension components within the limits of the rules. This is not an unusual issue that warrants a track allowance.

STL
1. #21718 (Chip O'Toole) Make New STU Allowance Universal to STL/U
Thank you for feedback. There is currently no intention to change this for STL.

T1
1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP
Thank you for your request. The CRB does not recommend this change at this time. Recent changes to T1 LP will be monitored.

2. #21710 (Michael Pettiford) C6 Corvette GS and Mustang Adjustment
Thank you for your letter. The SCCA data analysis team created a report that concluded the car is competitive as classed.

3. #21711 (Ryan Upham) E36 M3 Classification
Thank you for your letter. This car is classed appropriately (the weight 2650 lbs is greater than the 3.2L but less than the 3.4L engine cars). The T1 rules describe legal aerodynamics in 9.1.9.1.B.

T2
1. #21594 (Ron Randolph) Rear Wheel Width Porsche T2 Cayman 06-08
Thank you for your letter. The CRB does not recommend this. Competitors are reminded that max tire size for Touring classes means you can run up to that max tire size.

2. #21706 (Steven Glaab) Spring Rate/Type Adjustment for the C5/C6
Thank you for your request. The CRB does not recommended at this time.

3. #21722 (Darrell Anderson) Allow Adjustable Shocks for the 2015 Mustang
Thank you for your letter. The shock rule is adequate as written. The Touring Advisory Committee provided some clarification information about the shock rule, in an email to the author.

4. #21724 (Darrell Anderson) Give the 2015 Ford Mustang GT More Power
Thank you for your letter. The CRB does not recommend this change at this time. The CRB will evaluate the performance of this car in 2017.

T3
1. #21638 (Julian Macias) Classify the 2017 Honda Civic Si
Thank you for your letter. This car is not currently available for sale in dealer networks. When it is available, the CRB will classify the car in T3. The CRB will retain the VTS for validation when the car is available to the public.

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.

IT
1. #20977 (Lawrence Slivinski) Allowing Removal of Front Door Windows

Thank you for your letter. Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065" aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/ passenger compartment alterations or gutting are permitted.*

T2
1. #21582 (Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08)
In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE
Thank you for your letter. Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

Taken Care Of

P1
1. #21792 (SCCA Staff) 64mm Stock Throttle Body for CN Cars
Thank you for your letter. Please see the response to letter #21632, Technical Bulletin.

GT2
1. #21299 (Ken Billimack) 991 GT1 to GT2 Additional Information
Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

2. #21527 (Tim Kezman) Move 991 GT3 Cup to GT2, 997.1 BOP
Thank you for your letter. Please see the response to letter #21768, Technical Bulletin.

T2
1. #21440 (Gino Carini) BMW M235iR
Thank you for your request. Please see the response to letter #21534, April 2017 Fastrack Technical Bulletin. The correction for T2 has been implemented.

2. #21667 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE
Thank you for your letter. Please see the response to letter #21675.

3. #21674 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE
Thank you for your letter. Please see the response to letter #21675.

What Do You Think

AS
1. #21799 (American Sedan Committee) Tire Ideas for American Sedan
The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below ideas for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on these ideas. Potential implementation dates have not been discussed, should either of these ideas be recommended

to the CRB.

The AS Ad-Hoc Committee seeks feedback on a tire rule for Majors events and the Runoffs.

1. Restrict each American Sedan driver to one set of four dry weather tires per event beginning with the first qualifying session of the weekend. In the case of tire damage, one tire may be replaced with the approval of the Chief Steward. If two or more are replaced for qualifying or a race, the driver will be moved to the back of the grid for the next race of the weekend (during that race, a faster lap time would not count as an updated qualifying time). If the weekend has another race remaining, the fastest qualifying time from the original marked set of tires would provide the grid location for the remaining race. It would be the responsibility of the competitor to coordinate with the Chief Steward and Timing and Scoring about such changes. If rain tires are used, they would not have a tire count restriction. It would be permissible to change between the two sets depending on weather conditions.

This would address one of the main concerns of the Ad-Hoc Committee in retaining and attracting new participants in our class, cost. The Ad-Hoc Committee continues to discuss the future of American Sedan in order to develop ideas that can potentially safeguard its success.

In addition, the ASAC suggests a tire rule idea (Note: this would need approval from SCCA and coordination with the tire companies).

2. Require all American Sedan cars at Regional, Divisional, Majors, and Runoffs events to run the harder/longer lasting compound a manufacturer produces. For example, The BFGoodrich R1 or Hoosier R7 compounds would be compliant. The BFGoodrich R1S and Hoosier A7 would not. The ASAC would research any other companies' tires that could be used and potentially add to this list. Competitors are encouraged to provide additional tire company names that they may be using.

Please provide your feedback through crbscca.com.

2. #21800 (American Sedan Committee) Engine Idea for American Sedan Full Preparation Cars
The Ad Hoc Committee to the American Sedan Advisory Committee has been diligently working on new ideas to reduce costs for American Sedan drivers and to look to the future for American Sedan. At the March 13, 2017 ASAC call, the Ad Hoc Committee was invited to present their ideas and to exchange thoughts with the ASAC.

The ASAC is presenting to the community the below idea for your feedback. No decisions have been made. The ASAC is truly looking for your thoughts on this idea. Potential implementation dates have not been discussed, should either of these ideas be recommended to the CRB.

1. Consider the Chevy LS3 and Ford Coyote crate engines be allowed as an alternate option in Full Preparation cars. These engines would provide a lower cost alternative when compared to the cost of current FP engines. They would make comparable power with potential cost savings (Note: The LS3 and Coyote engine packages would be balanced for performance with restrictors and weight adders to be determined). Once the conversion is complete, it is expected that the stock engines will last longer and cost less to replace. Engines would maintain stock exhaust manifolds.

If this path is supported, significant research would be required to develop potential costs and savings and packages that would be viable. The plan is to enable this engine idea to work with current FP transmissions, driveshafts, and rear axles. A time table for implementation would be developed.

Please provide your feedback through crbscca.com.

GT3
1. #21760 (Grand Touring Committee) Classify BMW M235iRacing into GT3
The CRB is discussing how and where to classify such “factory” type race cars as the BMW235iRacing, as well as the TCR International Series type race cars. A strong possibility is to put them into GT3, as they seem to fit, and they would increase class participation. Please let us know your thoughts through crbscca.com. The CRB will be watching participation numbers, for GT3, through 2017 to determine whether to add these cars or to classify them in a different class.

STU
1. #21663 (Brad McCall) Scion FR-S/Toyota 86 With Jackson Supercharger: Allow Hood Vents
The CRB is seeking input on allowing venting of hoods in STU. There would be a maximum permitted amount of opening and a minimum amount of louvers. Please send your feedback through crbscca.com.

RESUMES
None.

TECH BULLETIN

DATE: April 20, 2017
NUMBER: TB 17-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2017 unless otherwise noted.

American Sedan
AS
1. #21561 (Matt Chojnacki) CTSV LS2 Weight
In AS, Cadillac CTS-V (04-07) Restricted Prep., remove the weight penalty in the notes for the LS2 engine as follows:
~~50 lbs. weight penalty.~~

2. #21797 (American Sedan Committee) Clarification for Full Preparation 4 Speed Transmisions
In GCR section 9.1.6.D.3.a.1.a., add the following language:
"Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). *4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05.* Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an 50 lbs. weight penalty. Any first gear ratio greater than 2.5 is permitted."

B-Spec
1. #21351 (Chris Morgan) Ballast Placement Clarification
In GCR section 9.1.10.E.17., make the following changes:
"Weight: The minimum weight as listed on the B Spec line is with driver and ~~required~~ ballast *may be added to meet the listed minimum weight. Refer to section 9.3.7 Ballast, for placement of the ballast.* If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track."

In GCR section 9.1.10.F., make the following changes:
"~~If~~ *Some vehicles may be required to carry* ballast ~~is required~~ as a competition adjustment. ~~or to compensate for a driver's weight, ballast may be added.~~"

In GCR section 9.1.10.F.1., make the following changes:
"All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the ~~rear seat(s)~~ *main hoop of the roll cage* unless otherwise so allowed on the vehicle B Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points."

2. #21755 (B-Spec Committee) Yaris Rear Sway Bar
In B-Spec, Toyota Yaris (07-12), add the following language to the notes:
"*Rear Swaybar PTR11-52071 is allowed*"

Formula/Sports Racing
FF
1. #21864 (Formula/Sports Racing Committee) Weight adjustment on FF cars
Effective May 1, the CRB recommends adding 25 lbs. to FF cars meeting the British FF rules under the Alternate Vehicle Allowance table with sidepods wider than the standard SCCA

dimensions. For 2018, the CRB will recommend that all FF cars must meet the standard SCCA bodywork dimensions.

In GCR section 9.1.1.B.20., add the following language:

"Formula F
Ford Cortina Engine: 1060 lbs.
Ford Kent and Honda Fit Engines: 1110 lbs.
Cars complying with the English FF rules under the Alternate Vehicle Allowance table add 25lbs.
Formula Continental
Pinto Engine: 1200 lbs.
Pinto with aluminum cylinder head: 1200 lbs.
Zetec Engine: 1200 lbs."

P1
1. #21632 (jim devenport) SIR Compliance Update
Due to problems implementing an SIR on CN cars the CRB has made the change to require the original throttle body be retained. This will allow the use of a single flat plate restrictor if further HP reduction is necessary. Additionally, this will eliminate the need for a costly upgrade to ITB's when bringing a CN car into SCCA Club Racing.

In P1 Engine Table, Line J, make the following change: "~~tube frame chassis: NA all others: 30.5mm SIR~~ *Stock 64mm single throttle body; max 13:1 CR*"

Additionally, please provide the CRB with engine dynamometer data for the following combinations by no later than 6/1/17: unrestricted stock 64mm single throttle body, stock 64mm single throttle body with 60mm flat plate intake restrictor, and stock 64mm single throttle body with 55mm flat plate intake restrictor. If the CRB does not receive the required data by 6/1/17, a 60mm restrictor will be required, effective 6/1/17. When the required data becomes available to evaluate, the CRB will determine which combination will be necessary moving forward.

GCR
1. #21566 (Chip O'Toole) Correct GCR Section 9.3.19.C.7.
In GCR section 9.3.19.C.7., make the following change:
"A driver's restraint system meeting SCCA standards (See Section ~~9.3.19.~~ *9.3.18.*) shall be used at all times while on the track."

2. #21869 (SCCA Staff) Clarify Head and Neck Restraint Language
In GCR section 9.3.19.C.2, clarify the Head and Neck restraint language as follows:
"The use of a head and neck restraint system that has been certified in accordance with SFI 38.1~~,~~ *or* FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device."

Grand Touring
GT1
1. #21749 (Eric Cote) Classify the 2017 Porsche 991 Cup Car
In GT1, classify the Porsche 991.2 GT3 Cup Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes

Porsche 991.2 GT3 Cup	*3997*	*2950*		*Cars must be prepared in accordance with the appropriate model/year Porsche factory 991 GT3 Cup parts catalog/service manual. Factory (OEM manufacturer) Lexan front windows allowed as delivered.*

GT2

1. #21768 (Grand Touring Committee) Classify the 14-16 Porsche 991.1 GT3 Cup Car
In GT2 Cars, Porsche, classify the Porsche 991.1 GT3 Cup Car as follows:

GT2 Cars - Porsche

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Porsche 991.1 GT3 Cup	*(14-16)*	*2dr*	*RWD*	*92.7*	*3.8L flat six. 3000lbs. w/62mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered.*

2. #21769 (Grand Touring Committee) Update the Porsche 997.2 Notes
In GT2, 997.2 GT3 Cup, add the following language to the notes:
"3.8L flat six. 3000lbs. w/70mm Throttle Body Restrictor (TBR). *Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points.*

Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered."

Improved Touring
ITR
1. #19310 (Jose de Miguel) Dual Classification of Honda Civic
In ITR, classify the Honda Civic Si 06-11 as follows:

ITR	Engine Type	Bore x	Valves IN & EX (mm)		Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Honda Civic Si (06-11)	*4 Cyl DOHC*	*86.0 x 86.0 1998*	*(I) 35.0 (E) 30.0*	*11.0*	*104.3*	*17*	*3.27, 2.13, 1.52, 1.15, 0.92, 0.66*	*(F) 296 x 26 Vented Disc (R) 270x 14 Solid Disc*	*2655*	

2. #19450 (Greg Amy) Dual-Classify Honda Civic Si (06-08) into ITR
In ITR, Acura RSX-S (02-04), correct the bore and stroke as follows:
~~86.1~~ *86.0* x 86.0 ~~1988~~ *1998*
In ITR, Acura RSX-S (05-06), correct the bore and stroke as follows:
~~86.1~~ *86.0* x 86.0 ~~1988~~ *1998*

ITS
1. #21872 (SCCA Staff) Corrections to ITS
In ITS, Honda Civic Si 06-08, make the following changes:
Years: 06-~~08~~ *11*
Bore and stroke: ~~88.0 x 98.0~~ *86.0 x 86.0* 1998
In ITS, Acura RSX-S (02-04), correct the bore and stroke as follows:
~~88.0 x 98.0~~ *86.0 x 86.0* 1998
In ITS, Acura RSX-S (05-06), correct the bore and stroke as follows:
~~88.0 x 98.0~~ *86.0 x 86.0* 1998

Production
1. #21480 (Jason Lay) Classify 1988 Chevrolet Beretta
In EP, classify the 88-90 Chevrolet Beretta as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)
Chevrolet Beretta (88-90)	*2*	*2360 * 2419 ** 2478*	*6Cyl. OHV*	*89.0x66.8*	*2838*	*iron*	*Alum*	*(I) 40.6 (E) 33.0*	*Fuel*	*103.4"*

EP	Track (F/R) mm/ (in.)	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Chevrolet Beretta (88-90)	*59.8"/59.3"*	*15x7*	*5*	*(F) 259(10.2) disc solid (R) 200(7.87) drum*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500"*

Spec Miata
None.

Super Touring
ST
1. #21742 (John Bauer) Clarify Rod Language
In GCR section 9.1.4.G.4., clarify the rod language as follows:
"~~Alternate c~~ *C*onnecting rods are ~~permitted~~ *unrestricted*, but must be ferrous unless OEM supplied."

Touring
T1
1. #21478 (Peter Filippo) Classify 370Z Nismo Supercharged
In T1, classify the Nissan 370Z supercharged as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Nissan 370Z Supercharged	*3700*	*3400*		*Stillen supercharger kit 407770T allowed. Supercharger Pulley diameter: 80mm +/- 3mm OEM Crank Pulley Diameter: 146mm +/- 3mm*	

T2
1. #21617 (CJ Moses) Oil Pan Request for Evo 8/9 in T2
In T2, Mitsubishi Lancer Evo 8/9 / RS /GSR / MR (03-06), add the following language to the notes:
"*Moroso PN 20967 MITSUBISHI EVO 7 8 9, Road Race Baffled allowed.*"

2. #21704 (Steven Glaab) T2 / C5 Competition Adjustment Post 2016 Runoffs
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add an alternate configuration as follows:
Weight: ~~3400~~ *3525lbs (w/55mm restrictor) 3225lbs. (w/45mm restrictor)*
Notes:"GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed. ~~A~~ 55 mm flat plate restrictor *permitted at 3525lbs. 45mm flate plate restrictor permitted at 3225lbs.* ~~is required.~~ 3.0 degrees MAX front camber. ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed."
3. #21675 (William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE
In T2, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:

"Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5)."

T3
1. #21747 (David Cook) Global MX-5 Cup Rule Change Request
In T3, Mazda MX-5 Global Cup Miata (2016), make the following changes to the notes:
"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. Mazda hardtop, ~~(~~part #0000-

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

JUDGEMENT OF THE COURT OF APPEALS
Cliff White vs. SOM COA Ref. No. 17-03-SE
March 21, 2017

FACTS IN BRIEF
On January 15, 2017, following the SRF/SRF3 (Group 3) race at the Sebring Super Tour, Cliff White, SRF3 #68 protested Clay Russell, SRF3 #31; Brian Schofield, SRF3 #61; Tray Ayres, SRF3 #7; and Denny Stripling, SRF #10, charging violation of General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1.A-D. (On Course Driver Conduct). The Stewards of the Meeting (SOM), John Edridge, Stu Cowitt, and Bob Henderson, Chairman, met, reviewed the evidence, and determined there was insufficient evidence to support Mr. White's assertions and disallowed the protest. Mr. White had already left the track when the ruling was issued and was notified via telephone of the disallowance.

On January 18, 2017, Mr. White petitioned the SOM to reopen the protest and submitted new evidence. The SOM considered his request, but declined to reopen the protest. The SOM stated the original ruling would stand.

Mr. White appealed the SOM's decision dismissing his January 18, 2017, petition for reopening the protest.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Michael West (Chairman) met on March 2, March 9, and March 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Cliff White, received February 13, 2017.
2. Official Observer's Report and related documents, received February 22, 2017.
3. Email and Memorandum from Steve Pence, Super Tour Race Director, dated February 22, 2017.
4. Email response from Bob Ricker, Chairman SOM, to questions posed by the COA, dated March 8, 2017.
5. Email response from Janet Farwell, SCCA, to questions posed by the COA, dated March 10, 2017.
6. Email response from John Edridge, SOM, to questions posed by the COA, dated March 10, 2017.
7. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 10, 2017.
8. Email response from Stu Cowitt, to questions posed by the COA, dated March 10, 2017.
9. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 12, 2017.
10. Email response from Bob Henderson, SOM, to questions posed by the COA, dated March 14, 2017.
11. Email responses from John Walsh, SOM, to questions posed by the COA, dated March 17, 2017.

FINDINGS
On January 18, 2017, Mr. White asked Steve Pence, Super Tour Race Director, for documents from the Sunday Sebring Super Tour SRF/SRF3 (Group 3) race to support his request to the SOM to reopen his protest from January 15, 2017. Mr. Pence advised Mr. White that since the protest had been heard and decided, his best option was to file an appeal with the Court of Appeals.

On January 18, 2017, Mr. White formally requested the SOM vacate the original ruling, rehear the protest, and issue a new ruling.

The SOM reviewed this resubmitted protest, determined the original ruling would stand, and so notified Mr. White on February 3, 2017.

GCR 8.2 (Hearings and Judgements) sets forth authorities and procedures for conducting hearings. Paragraph five states “All parties shall be bound by the decision, subject only to appeal, as specified in 8.4.” The SOM is not granted any authority to reopen and rehear a protest for which a ruling was issued. Authority to reconsider a SOM ruling rests solely with the Court of Appeals.

Mr. Pence provided Mr. White with guidance on the proper GCR method for seeking review of the disallowance ruling. However, Mr. White still chose to request the SOM reopen and rehear his original protest rather than appeal to the COA. Although he filed his petition to reopen with the SOM within the established 10-days appeal period, he did not direct it to the COA. The COA finds no compelling reason to extend the appeals period since Mr. White willfully chose to ignore the advice provided and pursue a path not supported by any reading of the GCR. Mr. White’s appeal filed February 13, 2017, is not timely.

DECISION
Mr. White’s appeal is not timely and will not be heard. The appeal fee is returned in its entirety.

JUDGEMENT OF THE COURT OF APPEALS
Cliff White vs. SOM COA Ref. No. 17-04-SE
March 21, 2017

FACTS IN BRIEF

On January 15, 2017, immediately following the Group 3 (SRF/SRF3) race at the Sebring Super Tour Event, Steve Pence, Race Director, instructed Timing and Scoring to delay posting the provisional results until circumstances surrounding the finish could be reviewed. Between January 15 and January 17, 2017, Mr. Pence discussed the situation and applicable General Competition Rules with the National Chairman of the Stewards Program and other SCCA stewards, In addition he requested the SOM grant a 24-hour protest period following posting of the provisional results. In a January 17, 2017, email to members of the Stewards of the Meeting (SOM), Race Director Pence acknowledged he was influenced by input from at least one SOM member and, based on that input, was declaring Lap 13 to be the final lap for scoring purposes.

On January 17, 2017, Bob Ricker, Chairman of the SOM, noted the SOM agreed with the Race Director's determination that the Group 3 race should be declared completed as of the end of lap 13 (one lap short of the scheduled distance). Chairman Ricker authorized the Race Director to release the results (provisional) and allow 24 hours for participants to protest the posting. On January 17, 2017, Steve Pence, electronically posted (via email) provisional results declaring the SRF/SRF3 (Group 3) race was completed with the end of lap 13.

At no point did Race Director Pence file a Request for Action with the SOM to investigate and rule on the correct lap for scoring purposes.

On January 18, 2017, Cliff White, SRF3 #68, contacted Mr. Pence to discuss the provisional results and a potential protest. Later on January 18, 2017, Mr. White filed a protest via email. Mr. White objected to the provisional results declaring lap 13 as the final lap. Specifically he cited misapplication of GCR 6.7.1 (Stopping a Session – Methods) and 6.10.4 (Race Winner).

Mr. White failed to send the required $50.00 protest fee and on January 22, 2017, Chairman Ricker requested Mr. White immediately remit the fee. On January 27, 2017, Mr. White advised Chairman Ricker that his check remitting the protest fee was mailed that day. Per Chairman Ricker the fee had not been received by February 2, 2017, so he convened the SOM via email. The SOM, John Edridge, Stu Cowitt, Matias Bonnier, John Walsh, and Bob Ricker, Chairman, met virtually, reviewed the evidence, and declared Mr. White's protest not timely since he did not remit the fee with the protest or in a reasonable time thereafter. The protest was disallowed. Mr. White was notified via email on February 3, 2017. Mr. White appealed the disallowance ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Michael West (Chairman) met on March 2, March 9, and March 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Cliff White, received February 13, 2017.
2. Official Observer's Report and related documents, received February 22, 2017.
3. Email and Memorandum from Steve Pence, Super Tour Race Director, dated February 22, 2017.
4. Email response from Bob Ricker, Chairman SOM, to questions posed by the COA, dated March 8, 2017.
5. Email response from Janet Farwell, SCCA, to questions posed by the COA, dated March 10, 2017.

6. Email response from John Edridge, SOM, to questions posed by the COA, dated March 10, 2017.
7. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 10, 2017.
8. Email response from Stu Cowitt, to questions posed by the COA, dated March 10, 2017.
9. Email response from Matias Bonnier, SOM, to questions posed by the COA, dated March 12, 2017.
10. Email response from Bob Henderson, SOM, to questions posed by the COA, dated March 14, 2017.
11. Email responses from John Walsh, SOM, to questions posed by the COA, dated March 17, 2017.
12. Email response from Cliff White confirming his $50.00 protest fee was returned unopened in its original envelope, dated March 20, 2017.

FINDINGS

On January 18, 2017, Mr. White protested the provisional results posted on January 17, 2017, for the SRF/SRF3 race (Group 3) at the Sebring Super Tour. His protest was emailed to Steve Pence, Super Tour Race Director, and Mr. Pence immediately conveyed it to the SOM. Mr. White did not remit the $50.00 protest fee to Mr. Pence.

Email documentation between the Race Director, the SOM Chairman, and SOM members reflects extensive discussion of the events at the end of the race and which lap should be declared the “final lap” for scoring purposes. On January 17, 2017, the SOM Chairman via email issued a formal “authorization” to the Race Director to post the provisional results with lap 13 declared the final lap for scoring purposes. These actions transpired between the end of the race on January 15, 2017, and the start of the protest period on January 17, 2017.

GCR 5.12.1. (Stewards of the Meeting) states “The SOM are responsible only to SCCA and they enforce compliance with the GCR and Supplemental Regulations. They act primarily in a judicial capacity, and therefore, shall not incur any responsibility for the organization or execution of an event.” The SOM actions in providing input, guidance and “authorization” prior to the provisional results being posted demonstrates they participated in the decision process regarding the proper scoring lap and, thus, assumed a portion of the responsibility for execution of the event. Their actions were not in compliance with GCR 5.12.1. Please note, the COA does not believe the SOM meant to breach the rule, but even an appearance of involvement with the provisional race results decision is not acceptable.

In addressing the disallowance for untimely submission of the protest fee, the COA notes conflicting information in the email documentation submitted to the COA as to whether the money was received and exactly when the SOM hearing took place.

Due to the improper actions of the SOM prior to issuance of the provisional results and the discrepant information regarding the protest fee, the COA determines this protest shall be returned and heard by a new SOM panel. Anything less will deprive Mr. White of full due process in this matter.

The protest will be returned to the Executive Steward, Southeast Division, directing that a new SOM panel be appointed. The new SOM members shall have had no direct involvement with the Sebring Super Tour event. The COA respectfully requests the action to appoint a new panel be undertaken immediately and the names of the SOM submitted to the COA for inclusion in the record. In addition, the COA respectfully requests the SOM to convene and hear the protest in a most expeditious manner.

Based on the best information available to the COA, the protest fee was received on February 4, 2017, and returned unopened. Therefore, since the fee is not held by SCCA, the COA declares that $50.00 of Mr. White’s appeal fee will be retained by SCCA, Club Racing as remittance of the protest fee. The SOM shall determine the disposition of the fee as part of the

ruling.

DECISION
The SOM decision disallowing Mr. White's appeal is overturned in its entirety. The protest will be returned and heard by a new SOM panel. Mr. White's appeal is well founded. Disposition of the appeal fee is as follows:

- $50.00 held by SCCA Club Racing as the Protest Fee;
- $100.00 administrative fee retained by SCCA;
- Remainder of appeal fee returned to Mr. White.

JUDGEMENT OF THE COURT OF APPEALS
Don McMillon vs. SOM COA Ref. No. 17-05-SW
March 16, 2017

FACTS IN BRIEF

On February 12, 2017, following the Group 4 race at the Polar Prix Majors at Texas World Speedway, Don McMillon (GT2 #51) protested Marc Sherrin (GT2 #27) charging violation of General Competition Rules (GCR) 4.8.8.A.2.2. intake restrictor size. The Stewards of the Meeting (SOM), James R. Smith and Gerald Wannarka, Chairman, met, reviewed the evidence, and determined Car #27's intake restrictor to be compliant. Mr. McMillon appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Spencer Gorham (Chairman) met on March 2, March 9, and March 16, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Don McMillon, received March 1, 2017.
2. Official Observers Report and related documents, received March 9, 2017.
3. Email from Marc Sherrin dated March 9, 2017.
4. Email from Randall Smart, event Scrutineer, dated March 9, 2017.

FINDINGS

Mr. McMillon's protest cited GCR 4.8.8.A.2.2. which states that a 2.250 inch diameter restrictor is required for TA2 cars, including Car #27. The SOM received evidence that the restrictor from Car #27 measured 2.450 inches. Mr. Sherrin claimed that his car met the 2016 Trans Am specifications for a compliant restrictor. The SOM did not have access to the 2017 Trans Am rules and accepted the Car #27 restrictor as compliant.

The GCR specifies that a TA2 car competing in the GT2 class must meet the listed rules in Appendix L or the current Trans Am rules. For 2017, there are two Trans Am rule books that might apply and they are only available through a password protected web site. The 2017 January GCR specifies that the General Motors LS3 engine must use a 2.250 inch diameter restrictor. The COA identified that Mr. Sherrin's car would be accepted under the 2017 Trans Am Series by Pirelli West Coast Championship rules using an unmodified GM production vehicle ECU but a 2.250 inch restrictor is also required per that rule set.

The 2.450 inch diameter restrictor used in Car #27 does not meet the GCR specifications for GT2 class compliance.

DECISION

The COA overturns the SOM's decision in its entirety. Mr. McMillon's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned. The event results will be amended to show Mr. Sherrin moved to last in class with no divisional points awarded. Mr. Sherrin will receive two (2) penalty points on his competition license.

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, April 4, 2017
The RallyCross Board (RXB) met via conference call on March 7. Attending were Stephen Hyatt, Chairman, Kent Hamilton, 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 7:03pm CST.

1. **Additions or corrections to the agenda:**

2. **Chairman's report:** (Hyatt): Kent Hamilton was approved by the SCCA Board for the RXB. RallySprint rule changes were finalized and passed by the SCCA Board with one change. New rule changes were passed on to the RallySprint Committee and posted on the forum and website. The contract with a content editor independent contractor is being finalized. Howard, Brian and candidate are still working out the details of the contract.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  1. Updates: No incidents have been reported this month. New green card and new forms have been issued by the SCCA. The form is now a four page green card. Forms are available on the SCCA website. Mark Macoubrie requested the safety committee consider doing a national safety training webinar. Chris will discuss the request with the safety committee.

- Rules Committee (Lightfoot)
  1. Updates: The 2018 rule change proposals section on the SCCA Forum is open and continues to receive member comments. Several rule inquiries were submitted during the past month and the responses were posted under the " Summary of R-X Rules Inquiries: Questions & Answers" thread on the forum. The Rules Committee reviewed a question regarding the use of drones by non-participants at events taking place on public sites. Drones are prohibited at all events regardless of who may be operating the drone. The Safety Committee will review and make recommendations for how to address drone use on public sites and also check with our insurance carrier for any guidance.

- RallySprint Committee (Brielmaier)
  1. RallySprint Safety Steward (Brielmaier): There was a RallySprint in Northwest last month. The turnout at the event was good. A RallySprint Safety Steward meeting was held to train RallySprint Safety Stewards. The committee continues to gather information to create standardized documents for the RallySprint Safety Steward Training. The license can be put on members membership card. The national office can be notified a member has received the training using the RallyCross Safety Steward form. The form will be updated by the national office to include a check box for RallySprint Safety Steward.

- National Championship Committee (Macoubrie)
  1. Updates: The planning committee meets next week. Most of the chief positions are filled. The committee will continue to work on filling the rest of the positions and start working on the schedule. 78 competitors were signed up for the 2017 DirtFish SCCA Central Challenge. The Challenge was postponed to May 12- 14 due to heavy rains on the site the week before the event. Two additional tire manufactures MaxSport and Hoosier are now offering a contingency for national events.

•Divisional Steward Liaison (Foley)

1. DRXS meeting: No update was provided. Ron Foley was absent from the meeting.

4. Old business:

- 10th Class Rules Update (Breilmaier:): 10th Class Rules are being developed including details about the tube chassis construction and minimum size of vehicle.
- Electric Vehicle (Breilmaier:): Battery requirements from other racing series are being reviewed. The electrical system will potentially include safety features such as double fault switches and double insulated electrical wiring.
- IC Position Update (Macoubie): Refer to Chairman's Report.
- Growth and Planning Committee Update (Macoubrie): Kent Hamilton will be the liaison for the committee. The RXB is currently working on getting five members for the committee. Steve Hyatt will send Kent Hamilton a link to the solo cookbook as an example to for the committee to work from.
- GRC – Global RallyCross reached out to the SCCA to have displays at some of their events. The Northwest and Northeast will have displays. Others regions have not committee but may have displays as well.

5. New business:

- New Member (Macoubrie): Kent Hamilton appointed to the RXB

6. Motion to adjourn: 7:50pm CST

7. Next RXB Meeting May 2nd, 2017.

Sports Car Club of America
***RoadRally* Board Minutes**
April 13, 2017

The RoadRally Board met via conference call on April 13, 2017; meeting called to order at 7:36 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Earl Hurlbut and Bob Dowie, BOD liaisons, Jamie Mullin, National staff, and Pego Mack, invited guest.

1. Approval of March minutes as published in FasTrack.
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. The April issue was published last week. Another great issue with articles on the Atlanta and SW Louisiana new rally programs.
    b. Rich commented that the On Rallying column has been in the last two issues of *SportsCar*.
3. Event Planning Calendar (Jeanne)
    a. Most recent update 3/28/17; not "printed" in color because Jeanne did not realize her printer was set for black and white; next one will be in color again, and will be out soon.
4. SCCA Staff Report (Jamie)
    a. Sanction forms needs to be revised to specify 45-day lead time for Divisionals (John Fishbeck). Thank you, Jamie.
    b. Hall of Fame nominations now open. See https://www.scca.com/forms/hall-of-fame-nominations/
    c. There are new accident reporting forms, to replace the old incident report forms and green cards (don't use the old ones – throw them away); new ones are in the File Cabinet section of the SCCA website, Jamie will send a link.
    d. SCCA is switching to Skype for Business throughout the next month for phone call meetings; Rich said to watch the RRB invitations, they will have the appropriate info.
5. NEC Report (Mike)
    a. March New Jersey events
        i. Official Observer's Report received
    b. Upcoming Nationals
        i. Steel Haul; Madison, WI National Weekend
    c. Ron Ferris resigned from NEC. Jim Wakemen Sr. has agreed to serve on the NEC. **Motion: accept Ron Ferris' resignation and approve Jim Wakemen, Sr to be on the NEC. R/J/Pass**
    d. Mike T asked the RRB for feedback on the question of changing the rule that prohibits scheduling a National rally on the weekend of, before, and after the USRRC? Table for 2017 (events are already scheduled).
    e. Mike T asked the RRB if they would you like the NEC to write rules about Rally Computer Apps; if so, it will be submitted as proposal for next year. Mike B said that Detroit Region is in favor, they allow the use of simple apps in stock class. Mike T did a survey, the results seem to put computer apps in L. Jim thought that computer apps should be in L, keep S with

stock odo. Rich explained that there are four main types of apps available: 1) a clock; 2) a GPS odometer; 3) the functional equivalent of a Curta, where you have to enter the mileage yourself; and 4) an app equiv of the old Zeron 660, it gets mileage from GPS, and displays continuous up/down time. Mike T's initial thought is that anything with a remote driver's display should be in E; he will undertake this for 2018 rule changes. Rich said that S now allows GPS, perhaps that is too much of an advantage.

f. 2017 USRRC – Peter will be going up to Alaska to check the courses the first week of June, he expects it to be very scenic.

6. Old Business
   a. Effective April 1, Rich opened the window for suggesting 2018 rule changes. Suggestions must be received by June 30.
   b. SCCA will be switching from GoToMeeting to Skype for conference calls. See item 4.d above.
7. Safety Steward and Safety Steward Instructor License Process
   Peter submitted a proposal for revising the processes for becoming a RR Safety Steward and a RR Safety Steward Instructor, after some discussion the proposal was accepted after removing Item 6, and part of Item 5; Jeanne will fix the grammar problems; it was also decided that there was not a need for recertification after the license had been issued. Mike B's test for this was finalized previously, but still needs an answer sheet. This is the first step in the bigger process of getting the Divisional Road Rally Stewards involved; also the current lists for DRRSs, RRSSs, and RRSSIs all need to be checked for active members. **Motion: Approve the proposed process as modified. R/P/Pass**
   Next month: more on the knowledge test; clarify classroom session versus knowledge test.
8. New Business
   a. Worker points for combination events
      i. Some events are run as combination events, that is the same course is run as multiple rallies, i.e. A Tour and a Course and a GTA. A question was posed as to whether or not duplicate worker points should be awarded for these events: Should multiple sets of worker points be given? This has not been the practice under previous points keepers (Hanson, Emmons). Answer: no change, keep the status quo.
   b. RRR Article 8.5.D, removal of "vacate" clause. A question was asked as to whether to propose changing the rule that says that the positions after a tied position at the end of the championship season will be vacated. Consider the situation where the top two teams run together. We would award two first places and two third places. This was a new change for 2017 (vacating had not been done previously). After some discussion, it was decided that Jim will submit a rule change proposal for public comment to change this back to the way it had been – that is, to NOT vacate the next position(s) in the event of a tie.
      i. At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National RoadRally during the year in that series (Tour, Course, GTA) will be removed from the standings Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated.
   c. RRR Article 8.5.D, removal of non-qualifiers, "What do you think?" A question was posed as to whether the year-end finishing positions should be specified prior to removing those who did not compete in a National event. After discussion, the consensus was to leave it this way,

not to propose changing it back.

i. At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National RoadRally during the year in that series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series.

9. Any other business
   a. Clyde is working on starter kits, will likely have two different kits, one for GTA and one for TSD; or perhaps three – 1. Do I Want to do a GTA or TSD, 2. GTA starter kit, 3. TSD starter kit.

Motion to adjourn at 9:24 pm CDT
Next meeting via conference call, May 11, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED June 2017

BOARD OF DIRECTORS

The SCCA Board of Directors met for the purposes of voting on the following motion. No other business was conducted.

MOTION: For 2017 only, permit a driver that participated in Majors events driving a BMW 235i R in the Touring 1 class prior to June 1 to transfer participation credit (weekend participation and start credits) to Touring 2 for the purpose of Runoffs qualification. Points will not be transferred, and they will be removed from the Touring 1 Conference and Super Tour point standings upon race participation transfer. This is done in recognition that this vehicle was briefly classified in Touring 2 at the beginning of the season due to a clerical error, removed for April and May events and has been classified in Touring 2 in the June 1, 2017 Technical Bulletin. As the car will be classified in both Touring 1 and Touring 2 for the remainder of the 2017 season, participation will not automatically be transferred as drivers have the option of running either class (or both classes if they meet the requisite qualification eligibility requirements). Transfer will only be done upon written request to SCCA Road Racing Director Deanna Flanagan (dflanagan@scca.com) no later than August 16, 2017. PASSED.

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SOLO EVENTS BOARD | April 26

The Solo Events Board met by conference call April 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

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 Solo Events 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.soloeventsboard.com.

General

#18648 Fuel cell ground clearance rule change

The following package of rule change proposals is intended to more consistently address issues pertaining to fuel cell installation:

- Change 16.1.D.2.d to read as follows:

d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.

2. *If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.*

- Move from 16.1.D.2.d to new 3.3.3.B.26 and amend as follows:

26. For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

a) No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

c) Fuel tank breathers shall not vent into the driver/passenger compartment.

- Change 17.2.Q.1 as follows:

1. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

a. The fuel tank/cell may be located within the same area as the OE tank.

b. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.

Member Advisories

Street

#21740 Application for Street Advisory Committee

The SEB has approved the addition of Jordan Towns to the SAC.

#22076 AC Personnel

The SEB thanks Mark Pilson for his service on the SAC.

Change Proposals

Street and ST

#21094 Octane Rating

The following revised version of a previously published rule change proposal is provided by the SEB for member review and comment.

Add to the end of the first sentence of 3.6.A as follows:

"Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.*"

Street Touring

#14648 ECU Clarification

The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification, 21094 Octane Rating (see above), and 21408 Making ST Hot Again (see below). The proposal regarding the changes to allow open ECUs (open boost via changes in the ECU) and plug-and-play engine control modules is intended to address the inability to enforce the current rule, while continuing to allow common tuning modifications. The proposal to create STH is also influenced by the potential changes to ECUs/boost. By placing the majority of turbocharged cars in the ST classes together, the impact of boost/engine performance changes would be relatively contained and we would maintain stability in STS and STX. Cars that are moved may be re-classed if warranted.

#21408 Making ST Hot again

In order to address the issues associated with anticipated changes to open boost, while improving the competitive diversity, the STAC proposes making the following changes to ST, with the exception of removing the displacement catch-alls.

- Updated proposed changes for 2018 in conjunction with Street Touring H:

Move *from STX to STU*

Mini

Cooper S Turbo (2007-2016)

- Proposed changes to wheel and tire allowances for 2018/ STH. AWD would see a 1 inch increase in wheel width and still be limited to a 245 wifth tire.

14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

STS (AWD), STR (AWD).....225
STH (AWD), STX(AWD).....245
STR (2WD), STU (2WD, mid-engine, rear-engine).....255
STH (2WD),STX (2WD), STU (AWD).....265
STU (2WD, front-engine).....285
STP (all).....315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STS, & STR (AWD).....7.5
STH (ALL).....9.0
STX & STR (2WD)…….....9.0
STU, STP (all).....11.0

#21610 Comment on #14648

Please see the response in item #14648

#21796 Please evaluate and reclass Porsche 986S and 987S

The STAC has provided the following proposed class changes for Porsche MR platforms.

Move *from STU to STR*:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-2004)

Cayman (987.1) (2006-2008)

#21825 14648 ECU Clarification

Please see the response in item #14648

Prepared

#21866 Allowance of Aluminum Head for Ford Kent Crossflow 1600cc

The PAC feels that allowing the Formula Ford Kent Pierce aluminum cylinder head to be used in the TVR 1600 will not cause an imbalance in D-Prepared. The aluminum head is 19 lbs. lighter, but makes no additional power. This allowance will make sourcing replacement parts easier. The committee is requesting member feedback regarding a proposed listing addition in Appendix A, which would be as follows:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

Other Items Reviewed

Street

#21789 2017 Audi TT RS Specification Information

Thank you for your input. The SAC will class this car when it becomes available.

#21728 Support for #21277 Allowing Skip Shift Defeat Devices

Thank you for your input.

#21763 Clarification on 2017 Camaro ZL1

Thank you for your input. The SAC will class the 2018 ZL1 1LE when it becomes available.

Street Touring

#21196, 21199, 21205, 21216, 21219, 21221, 21224, 21225, 21229, 21238, 21242, 21260, 21269, 21323, 21346, 21380, 21426, 21471, 21496, 21508, 21528, 21622, 21652, 21676, 21702 Feedback regarding ECU Allowances (various)

Please see the response in item #14648

Street Prepared

#21396 Move limited edition Mazdaspeed mx5 out of BSP

Thank you for your input. Please see the response to letter 21078 in the May Fastrack.

Not Recommended

Street

#21726 New Ford Mustang Package, Class Needed

Thank you for your input. Since these "RTR" packages are dealer installed accessories they are excluded from Street category. Please see the definition of Standard Part in Section 12.

#21751 Move of 2004-2011 Mazda RX8 to D-Street

Thank you for your input. The SAC will continue to monitor the competitive balance in CS and DS.

#21767 2004 GT3 is obsolete in SS.

Thank you for your input. The SAC will continue to monitor the competitive balance between SS and AS.

#21781 Move 2008 Mugen Si back to HS

Thank you for your input. This car was never actually classed in HS due to its rarity, and was mistakenly omitted from the 2016 rulebook and subsequently corrected. The SAC believes the Mugen Si is appropriately classed in GS.

#21787 Allowable Wheel Diameter Changes

Thank you for your input. The SAC feels the current wheel allowance of +/- 1" provides competitors with adequate tire fitment alternatives.

#21918 Reclass the Honda S2000 from BS to CS

Thank you for your input. The SAC will continue to closely monitor the competitive balance between BS and CS.

Street Touring

#21843 Add MR2 Turbo and MR2 Supercharged to new STH Class

The 85-89 MR2 S/C is currently classed in STR. The STAC believes the MR2 Turbo is not appropriate for any ST class at this time. Thank you for your input.

#21856 Consider adding Turbo to NA cars in STH

Thank you for your letter but this idea exceeds the level of preparation seen in Street Touring.

Street Modified

#21492 Allow JDM cars into Solo (25+ years old)

The SMAC feels it is not in the best interests of the category to allow non-USDM cars into Street Modified.

Prepared

#21721 Adding the 24v motor to the BMW E30 chassis

The PAC does not feel that this swap fits within the current definition of Prepared. We encourage the member to review the March Fastrack letter #20239.

Handled Elsewhere

Street

#21388, 21746 SSR (Super Street R) Feedback (various)

Thank you for your input. Please see the recommendations #20099 and 20246, and proposal #20511 published in the May 2017 Fastrack.

#21757, 21824 SSR Status (various)

Please see item 20099 in the May Fastrack.

#21933 Classify Corvette C7 Grand Sport in SSR

Please see items 20511 and 20246 in the May Fastrack.

Street Touring

#20049 Launch Control (MPH Limiter)

Thank you for your input. Please see letter# 14648

#21195, 21729 Re: #21094 Octane Rating

Please see item #21094.

#21859 MR2 S/C & Turbo placement in proposed STH Class

Please see item #21843.

#21518 2018 proposals

Please see item #21094.

Tech Bulletins

Street

#21796 Please evaluate and reclass Porsche 986S and 987S

Per the STAC, add the following new listings in Appendix A:

STU

Porsche

Boxster (987.2 and 981.1) (2009-2015)

Boxster S (987) (2005-2012)

Cayman (987.2 and 981.1) (2009-2015)

Cayman S (987) (2006-2012)

*Note the 'S' designation excludes the Boxster Spyder and Cayman R

#21892 BMW M2 Classification

Clarify the following listing in Appendix A as shown:

BS

BMW

M2 *(except Performance Edition "ZL9")* (2016-2017)

Also add the following new listing:

AS

BMW

M2 Performance Edition ZL9

#21840 BMW i8 classification

Per the SAC, add the following new listing to Appendix A:

SS

BMW

i8 (2014-2017)

Street Touring

#21636 ST Class for 2016+ Ford Focus RS

The STAC has come to the conclusion that the Ford Focus RS 2016-17 would fit acceptably within STU. Hence the following new listing is provided for Appendix A:

STU

Ford

Focus RS (2016-17)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 2, 2017

The Club Racing Board met by teleconference on May 2, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

GCR

1. #21916 (SCCA Staff) Important Recall Notice: Simpson Voyager 2 SA2015 Helmet
Simpson Performance Products has recently discovered a potential safety issue with its Snell SA 2015 Voyager 2 helmet. See the full notices here:

http://www.ogracing.com/images/tech/Simpson-Voyager2-Recall.pdf?mc_cid=b10ac0d674&mc_eid=3da2c6dfc6

See also Road Racing Member Advisories, MA 17-01, https://www.scca.com/pages/cars-and-rules

No Action Required

T1

1. #21806 (Amir Haleem) Allow Dash Pad to be of Any Material
Thank you for your letter. The rule states that the dash pad may be modified, which means, without restriction. Therefore, the rule is adequate as written.

T4

1. #21832 (Dave Kutney) Revisit 4.5
Thank you for your inquiry. The CRB and TAC suggest you address your ride height concern by using a spacer with your new allowable springs.

Not Recommended

FA

1. #21948 (James Rogerson) Include Mexican F4 car in FA
Thank you for your letter. The CRB does not recommend this change because the car does not comply with the class rules.

FB

1. #21847 (David Arken) Motor Cycle Cylinder Head Resurface Allowance
Thank you for your letter. The CRB does not recommend this change because it is a deviation from the stock engine philosophy and would effectively become the standard for the class due to the perception of an advantage.

P1

1. #21457 (Dusan Maly) Classify the Praga R1
Thank you for your letter. The CRB does not recommend classification because the car is outside the P1 class philosophy. Competitors may race in the regional only ASR class provided that the chassis is proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation.

2. #21853 (Anthony Seaber) Update the Spec Line for Elan DP-02
Thank you for your letter. Please see the response to letter #21479, March 2017 Fastrack Technical Bulletin, regarding the reinstatement of Spec Line D in P1 Table 1. The CRB will continue to monitor the class performance of the Elan DP-02 before making any adjustments.

P2
1. #21744 (Eric McCoy) Add Older Norma Cars (M20F) to Table 1 Spec Line Cars in P2
Thank you for your letter. The CRB does not recommend this change at this time. Please review the P2 rules and submit an itemized list of the areas in which the Norma M20F's specifications do not comply with the requirements of the class, and the CRB will consider classification at that time.

2. #21848 (David Arken) Motor Cycle Cylinder Head Repair
Thank you for your letter. The CRB does not recommend this change because it is a deviation from the stock engine philosophy and would effectively become the standard for the class due to the perception of an advantage.

GCR
1. #21716 (Greg Amy) Formalize Split Grids in the GCR
Thank you for your suggestion. This processes (Split Grid or Split Start) are defined in Supplemental Regulations and are the purview of the Race Director or Chief Steward at any event. The CRB has no plans to add this to the GCR.

GT3
1. #21736 (Michael Heintzman) Response to Letter #21483: Request for Mazda Alternate Crankshaft
Thank you for your letter. GT cars do not have "free" bore and stroke. Specifically requested non-standard stroke crankshafts have been approved in the past on a case by case basis, when the alternative cranks are available from the manufacturer or through their Competition Departments (specifications for the requested crankshaft were available in road cars from that manufacturer), with appropriate adjustments for any change in displacement. To be eligible for this exception, crankshafts from the factory must be drop in replacements for the current crankshaft without modification to the block or crankshaft. An aftermarket crankshaft of identical dimensions can be made, as is allowed in the standard GT rules.

GTL
1. #21689 (Bill Meyer) GTL Alternate SIR for Rotary Powered Tub Based Cars
Thank you for your letter. The CRB and GTAC do not differentiate between tube and tub based chassis types in GT.

LC
1. #21842 (Michael Weedon) Legend Car Spec Tire
Thank you for your letter. The rule is adequate as written.

EP
1. #21658 (David Mead) Allow Alternate Cylinder Head for 2.2 Porsche 911
Thank you for your letter. The CRB does not recommend this change at this time.

2. #21885 (Brian Bagnall) Dual Classification for 1984 Corvette
Thank you for your letter. The displacement of the engine that came in the base model of this car is too large for EP.

ST
1. #21835 (David Mead) Reconsider Aluminum Driveshaft in ST
Thank you for your letter to reconsider this request. The CRB sees no reason to make this change at this time.

T1
1. #21798 (Glen Vitale) Allow for GT350 Intake on 2015-2017 Mustang GT
Thank you for your request. The CRB does not recommend this change.

2. #21822 (Michael Pettiford) 2006 Corvette Z06 7 Liter Limited Prep Rule Change
Thank you for your request. Data shows this car is competitive as classed.

3. #21950 (Chad Gilsinger) Please Reconsider Classifying the NSX in T1
Thank you for your request. The CRB does not recommend this change at this time and will monitor this car's performance this year in GT2 for consideration for 2018. The CRB advises you send a letter to the GT committee requesting some help on the (2) 34mm restrictors to give the car additional power.

T4
1. #21911 (Aaron Hale) 2014-2015 Honda Civic Si T4 Spec Line Corrections and Performance
Thank you for your inquiry. Top hats and camber plates are already permitted. You are also allowed to use a 235 tire on 17" wheels. The tire and wheel sizes are MAXIMUM permitted. You may run any size up to that maximum allowance. For your additional requests, the CRB will continue to monitor performance of this car in 2017. Please note this car has already shown that it is competitive as classed.

2. #21938 (James Innes) Allow Up to 17x7.5
Thank you for your letter. The CRB does not recommend this change. Aftermarket wheels are available in this size. This specific size may be difficult to obtain; however, other options are available. The car is competitive as classed with the current maximum permitted wheel size.

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.

GCR
1. #21880 (Jim Wheeler) Update Section 1.2.2.B.
Thank you for your letter. Change 1.2.2.B.: B. When a rule clarification or change must be implemented immediately, the Board of Directors*, or the CRB,* will issue a memorandum *(Race Memo)* stating the change and its effective date. These memoranda will be posted on the SCCA website and sent to all Executive Stewards and Divisional Administrators of Tech.

Taken Care Of

EP
1. #21801 (Russell Myers) Classify the Lotus Europa Twin Cam
Thank you for your letter. Please see the response to letter #21501.

T4
1. #21814 (Dan Wiegandt) Adjust Scion Fr-S/Subaru BRZ
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

2. #21816 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Add Restrictor
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

3. #21817 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Reduce Tire Size
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

4. #21818 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Add Weight
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

What Do You Think

B-Spec
1. #22039 (Club Racing Board) Allow Alternate Ring Gear in B-Spec

The CRB has received two requests for allowing an alternate ring gear in B-Spec cars.

For the Mazda 2 (11-14), letter #21879 requests a change from the 3.85 gear to a 4.388 gear.

For the Toyota Yaris (07-12), letter #21982 requests a change from the 3.72 gear to a 4.312 gear.

The CRB seeks feedback from the B-Spec community about allowing alternate gears to improve parity in the class (potentially beyond the two requests listed). Please provide your comments through crbscca.com.

RESUMES
None.

TECH BULLETIN

DATE: May 20, 2017
NUMBER: TB 17-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2017 unless otherwise noted.

American Sedan
None.

B-Spec
1. #21925 (B-Spec Committee) Reduce Mini Cooper (07-10) Minimum Weight
In B-Spec, Mini Cooper (07-10), change the weight as follows:
~~2570~~ *2545*

2. #21926 (B-Spec Committee) Reduce the Toyota Yaris Weight
In B-Spec, Toyota Yaris (07-12), reduce the weight as follows:
~~2425~~ *2400*

3. #21927 (B-Spec Committee) Reduce the Mini Cooper (2011-) Weight
In B-Spec, Mini Cooper (2011-), reduce the weight as follows:
~~2600~~ *2575*

4. #21928 (B-Spec Committee) Reduce the Mazda 2 Minimum Weight
In B-Spec, Mazda 2 (11-14), reduce the weight as follows:
~~2380~~ *2330*

5. #21929 (B-Spec Committee) Increase the Honda Fit (2015-) Minimum Weight
In B-Spec, Honda Fit (2015-) increase the minimum weight as follows:
~~2573~~ *2600*

6. #21930 (B-Spec Committee) Reduce the Honda Fit (09-12) Minimum Weight
In B-Spec, Honda Fit (09-12), reduce the weight as follows:
~~2575~~ *2550*

7. #21931 (B-Spec Committee) Reduce the Ford Fiesta (11-12) Minimum Weight
In B-Spec, Ford Fiesta (4-dr) (11-12), reduce the weight as follows:
~~2545~~ *2495*

8. #21932 (B-Spec Committee) Minimum Weight Ballast
In GCR section 9.1.10.E.17., add the following language:
"Weight: The minimum weight as listed on the B Spec line is with driver and ballast may be added to meet the listed minimum weight. Refer to section 9.3.*7. Ballast*, for placement of the ballast. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.
A. The ballast shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds.
B. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers"."

Remove GCR section 9.1.10.F. as follows:
~~F. Competition Adjustments~~

~~Some vehicles may be required to carry ballast as a competition adjustment.~~
~~1. All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the main hoop of the roll cage unless otherwise so allowed on the vehicle B-Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points.~~
~~2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds. Each segment shall be capable of being weighed apart from the vehicle.~~
~~3. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers.~~
~~4. If a weight boxes is not utilized, holes may be drilled in the passenger footwell floorpan for the purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.~~
~~If sufficient competition adjustments cannot be achieved safely with ballast, intake restriction may be specified. This will be listed on the cars spec line~~.

9. #22009 (B-Spec Committee) Correct the Chevrolet Sonic Transmission Ratios
In B-Spec, Chevrolet Sonic (2012), correct the transmission ratios as follows:
"~~3.73, 2.14, 1.41, 1.12, 0.89~~ *3.72, 1.96, 1.32, .094, 0.75*"

Formula/Sports Racing
None.

GCR
1. #21592 (SCCA Staff) App C 2.1.A Medical Requirements - clarify NASA Medical Form
In Appendix C., section 2.1.A., make the following changes:
"Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form or a *complete* NASA approved ~~medical~~ *Medical Evaluation* form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year-old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license."

2. #22030 (Gerald Shiloff) Add Waterford Hills Road Club Novice Licenses to Approved List
In Appendix C, Article 2.8.B.16., add the following language:
"Waterford Hills Road Racing Club Full *and Novice permit*"

Grand Touring
GT2
1. #21826 (Kenneth Billimack) Allow the Porsche 997.1 to Have ABS
In GT2 Cars - Porsche, 996/997 GT3 Cup, add the following language to the notes:
"*ABS allowed with a 100lb. penalty.*"

In GT2 Cars - Porsche, Porsche 991.1 GT3 Cup, add the following language to the notes:
"*ABS allowed with a 100lb. penalty.*"

In GT2 Cars - Porsche, 997.2 GT3 Cup, add the following language to the notes:

"*ABS allowed with a 100lb. penalty.*"

2. #21878 (Jon Mirachi) Classify the 2016-2017 SIN R1 GT4
In GCR section 9.1.2.E.1.c., classify the SIN R1 GT4 (16-17) as follows:
"***SIN***
R1 GT4 (16-17)
Weight: 3120 lbs.
Note: Must be compliant to 2017 World Challenge rules/specifications and must have appropriate rules in their possession."

GTL
1. #21805 (Michael Heintzman) Removal of Weight Penalty - GTL Class - BMC Thru Rover Group
In GTL, Engines - BMC thru Rover Group, disp. 948, make the following changes:
Weight: ~~1160~~ *1210*
Notes: "~~RWD Mini (all) add 50 lbs.~~ *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.*"

In GTL, Engines - BMC thru Rover Group, disp. 970, make the following changes:
Weight: ~~1185~~ *1235*
Notes: "~~RWD Mini (all) add 50 lbs.~~ *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.* Pierce aluminum cylinder head part #99003.843 allowed."

In GTL, Engines - BMC thru Rover Group, disp. 1071, make the following changes:
Weight: ~~1280~~ *1330*
Notes: "~~RWD Mini (all) add 50 lbs.~~ *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.* Pierce aluminum cylinder head part #99003.843 allowed."

In GTL, Engines - BMC thru Rover Group, disp. 1098, make the following changes:
Weight: ~~1330~~ *1380*
Notes: "~~RWD Mini (all) add 50 lbs.~~ *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.*"

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget (Iron, non-Crossflow), make the following changes:
Weight: *Mini:* 1275@~~1520~~*1570* 1380@~~1600~~*1650* 1399@~~1620~~*1670* Sprite/Midget: 1275@1680 1380@1760 1399@1780
Notes: "~~RWD Mini (all) add 50 lbs.~~ *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.* Pierce aluminum cylinder head part #99003.843 allowed."

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget (Alum. Crossflow), make the following changes:
Weight: *Mini:* 1275@~~1650~~*1700* 1380@~~1850~~*1900* 1399@~~1889~~*1939* Sprite/Midget: 1275@1680 1380@1760 1399@1780
Notes: "See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed. *Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.*"

Improved Touring
None.

Production
EP

1. #21937 (Jeff Johnk) BMW 325i E30 84-91 Convertible Allowance
In EP, BMW 325i/is (E30) (84-91) (excl. conv.), make the following changes:
Platform: BMW 325i/is (E30) (84-91) ~~(excl. conv.)~~
Notes: "Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Trunk mounted fuel cell allowed. *Convertible models allowed.*"

FP
None.

HP
1. #21537 (Gordon Jones) Carb Allowance
In HP, BMW 1600 (68-71), add the following language to the notes:
"Compression ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from 2002 is permitted. *40 DCN or DCNF with 32mm chokes permitted.* (2) 40 DCOE sidedraft carbs w/ 32mm choke(s) permitted @ 2000 *2050 **2100. Alternate differential from 75-83 e21 allowed."

Spec Miata
None.

Super Touring
None.

Touring
T1
1. #21804 (eric thompson) Same Engine Displacement & TIR Allowance as Mitsubishi/DSM 2.0L
In T1, Toyota Celica All-Trac, classify another engine displacement as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Toyota Celica All-Trac	2000	2900	46 mm TIR	Alternate Turbo permitted.	
	2300	*2900*	*46 mm TIR*	*Alternate Turbo permitted.*	

2. #21945 (John Buttermore) Remove Header Allowance for T1 Limited Prep
In GCR section 9.1.9.1., add the following language to the last paragraph:
"See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. Aftermarket headers allowed. *Limited prep cars running stock OEM manifold/ headers as delivered may subtract 50lbs. from the specified weight.*"

T2
1. #21815 (Miles Furlong) M235i Racing Remaining in T2 Class
In T2, classify the BMW M235iR 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 M235iR (-16)	*84.0 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) 355 (R) 324*	*3475*	*39mm TIR required.*

2. #21863 (Marty Grand) Consider Removing TIR For the Recently Allowed Evo 8/9 Turbo
In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), add 50 lbs. and remove the turbo inlet restrictor from the notes as follows:
Weight: ~~3300~~ *3350*
Notes: "~~44 mm TIR restrictor required.~~"

3. #21914 (carl fung) Correction for Letter #21681
In T2, BMW M235i (2016-), make the following changes:

Platform: BMW M235i (~~2016-~~ *-16*)
Notes: "*41mm TIR required.* 1030 lb/in springs allowed. 2016 BMW M235i R Cup Spec Wing allowed."

4. #21934 (Steven Glaab) C5 LS6 OEM Harmonic Balancer Replacement/Tensioner Option
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), consolidate the two spec lines into one as follows:

T2	**Bore x**	**Wheel-base (mm)**	**Max Wheel Size (inch)**	**Tire Size (max)**	**Gear Ratios**	**Final Drive**	**Brakes (mm)**	**Weight (lbs)**	**Notes:**
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	*99.0 x 92.0 5666*	*2655*	*18x10 (F) 18x11 (R) or 18 x 11 (F) 19 x 13 (R)* *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.* *F & R OEM only 17 x 9.5 (F) 18 x 10.5 (R)*	*295 Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg.* ~~Max. camber: (R) -2.5 with GM~~	*C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50* *(Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56* *Auto trans only: 4.03, 2.36, 1.53, 1.15, 0.85, 0.67*	*3.42* *Auto trans only: 2.56 or 2.73*	*(F) 325 Vented Disc (R) 305 Vented Disc* *May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper.* *Stock calipers and rotors only (F) 325 (R) 305*	*3525 (w/55mm flat plate restrictor)* *3225 (w/45mm flat plate restrictor)* *3400 (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)*	*GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed.* ~~The A.I.R air pump system may be removed. A 55 mm flat plate restrictor is required. 3.0 degrees MAX front camber.~~ *ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed. ATI non-underdrive damper #917303, balancer bolt #951503, optional crank pin kit #918993 and Katech's non-spring loaded belt tensioner KAT-A4425 permitted.*

In T2, Chevrolet Corvette Z06 (06-12), add the following language to the notes:
"*ATI non-underdrive damper #917303, balancer bolt #951503, optional crank pin kit #918993 and Katech's non-spring loaded belt tensioner KAT-A4425 permitted.*"

T2-T4
1. #21780 (david mead) Please Reconsider Alternative Hardtop for ND Miata
In T3, Mazda MX-5 Cup, add the following language to the notes:
"Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the

rules in their possession and present them upon request. Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette*, including part #0000-07-5901, the discontinued DG Motorsports top* (if a hardtop is used, latches shall be replaced with positive fasteners)"

In T4, Mazda MX-5 Miata/Club (2016-), add the following language to the notes:
"Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 *(discontinued DG Motorsports)* with +20lb increase to base weight. Retractable hardtop option permitted but must be disabled from moving action and positively fastened."

In T4, Mazda MX-5 / Club Model (06-15), add the following language to the notes:
"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: original wheels (06-14 factory wheels are allowed), and transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 *(discontinued DG Motorsports)* with +20lb increase to base weight. Effective 01/01/2017: The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty."

T3
1. #21858 (Jared Lendrum) Clarify or Simplify WRX STI Spec Line
In T3, Subaru WRX STI (03-07), remove the following language from the notes:
"~~AMS front and rear springs #AMS-SCCASTiST1 allowed.~~" and "~~Baldwin Motors spring package part BMI-T2SP1, permitted.~~"
2. #21890 (Glenn Long) Remove the OBD2 Requirement for the Mazda MX-5 Global Cup Car
In T3, Mazda MX-5 Global Cup Miata (2016), add the following language to the notes:
"*OBD2 requirement does not apply.*"

T4
1. #21844 (Benjamin Bunk) Correct a Typo in the Scion FRS Spec Line Notes
In T4, Scion FR-S (13-16), correct the first sentence of the notes as follows:
"Eibach ~~4.105882.880~~ *4.10582.880* and SPC 67660 allowed."

2. #21920 (Anne Hitchcock) Classify the MINI Cooper Hardtop (2-door) F56
In T4, classify the Mini Cooper S (2016-) as follows:

T4	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:
Mini Cooper S (2016-)	*82.0 x 94.6 1998*	*2429*	*17 X 8*	*225*	*3.92, 2.14, 1.39, 1.09, 0.89, 0.76*	*3.59*	*(F) 316 x 22 (R) 280 x 10*	*2900*	*28mm TIR required.*

3. #21953 (Touring Committee) Adjustments T4 BRZ, Scion FRS, Toyota 86 and RX-8
In T4, make the following weight adjustments:
Mazda RX-8 Base/R3 (04-12)
Weight: ~~3125~~ *3175*

Scion FR-S (13-16)
Weight: ~~2925~~ *2975*

Subaru BRZ (13-16)
Weight: ~~2925~~ *2975*

Subaru BRZ (2017-)
Weight: ~~2975~~ *3025*

Toyota 86 (2017-)
Weight: ~~2975~~ *3025*

JUDGEMENT OF THE COURT OF APPEALS
David Mead vs. SOM COA Ref. No. 17-06-SP
April 6, 2017

FACTS IN BRIEF
On March 12, 2017, following the Group 5 race at the Willow Springs Super Tour event at Willow Springs International Raceway, John Snow, Assistant Chief Steward (ACS), completed a Chief Stewards Action (CSA) disqualifying Lance Stewart, driver of T4 #3 for violation of General Competition Rules (GCR) 6.11.1.A-D.

David Mead, entrant for T4 #3, protested the CSA arguing that the Chief Steward did not have the authority to disqualify his driver, citing GCR 5.12.3.B.6. and 8.1. The Stewards of the Meeting (SOM), John Reitman, Keith Duntze, and Jack Kish (Chairman) met, reviewed the evidence, and determined that disqualification was within the authority given the Chief Steward per GCR 5.12.3.C. They disallowed the protest, thus upholding the CSA. Mr. Mead appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Michael West, Rick Mitchell, and Jerry Wannarka (Chairman) met on April 6, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received March 23, 2017.
2. SOM Hearing Notes and Comments from Super Tour at Willow Springs Raceway received from Jack Kish, March 27, 2017.
3. Appeal Letter from Mr. Mead, received March 27, 2017.
4. Email Memorandum from Race Director, Ken Patterson, March 30, 2017.

FINDINGS
ACS John Snow, disqualified Lance Stewart, driver of T4 #3, based on multiple reports from Course Marshalls that Car #3 was involved in numerous metal to metal contacts with T4 #78 (Izzy Sanchez). Ultimately, Car #78 was disabled following contact with Car #3. Race Director (RD) Ken Patterson, in consult with the ACS Snow, decided that the contacts were of sufficient frequency and magnitude that disqualification was warranted. Mr. Mead, entrant for T4 #3, protested the CSA as not being within the authority of the Chief Steward.

The SOM reviewed the protest and concluded that the referenced GCR sections were not well understood by the protestor. Disqualification is indeed within the powers of the Race Director/Chief Steward. All applicable GCR citations were reviewed with Mr. Mead by the SOM.

Mr. Mead cited perceived procedural issues by the race organization and requested that the COA review the penalty assessed by the CSA. GCR 8.4.1. provides any participant named as a party to a protest the right to appeal a decision or penalty imposed upon him by the SOM. Mr. Mead's appeal is restricted to the decision of the SOM; disqualification was imposed by the CSA. No penalty was assessed by the SOM, nor did they make a decision on the penalty. The SOM ruling was on the authority of the Race Director/Chief Steward to assess the penalty.

The Court of Appeals reviewed the GCR references cited in the protest and agrees with the SOM that the individuals taking action had the authority to disqualify a competitor. GCR 5.12.2. confers upon the US Majors

Tour Race Director all responsibilities and duties of a Chief Steward detailed in GCR 5.12.3. including the ability to delegate any duties to Assistant Chief Stewards. GCR 5.12.3.C.1. states that a “Chief Steward may disqualify a driver.” Therefore, RD Patterson appropriately delegated the authority to disqualify a driver to ACS Snow, who disqualified Lance Stewart. The COA determined that the SOM provided due process to Mr. Mead based on the scope of his protest.

DECISION

The COA upholds the SOM decision in its entirety. The appeal is not well founded. The entire appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
David Mead vs. SOM COA Ref. No. 17-07-SP
April 6, 2017

FACTS IN BRIEF

On March 12, 2017, following the Group 5 race at the Willow Springs Super Tour event at Willow Springs International Raceway, David Mead, on behalf of Lance Stewart (T4 #3) protested Izzy Sanchez (T4 #78) charging violation of General Competition Rules (GCR) 6.11.1.C. and 6.11.1.D. Mr. Mead alleged that Car #78 engaged in "continuous, purposeful blocking" during the first six (6) laps of the race. The Stewards of the Meeting (SOM), John Reitman, Keith Duntze, and Jack Kish, Chairman, met, reviewed the evidence, and determined that Car #78 did not make abrupt changes designed to impede Car #3, nor did he show that he was not aware of Car #3's attempts to pass. They disallowed Mr. Mead's protest. Mr. Mead appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Laurie Sheppard (Chairman) met on April 6, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from David Mead, including several exhibits, received March 23, 2017.
2. Official Observers Report and related documents, received March 23, 2017.
3. In-car video from Car #78, received March 23, 2017.
4. Email from Jack Kish dated March 27, 2017.
5. Email from David Mead containing two (2) photographs, dated March 30, 2017.

FINDINGS

Mr. Mead cited several concerns in his appeal letter. He stated that Mr. Stewart (Car #3) was faster in every on-track session than Mr. Sanchez (Car #78). Mr. Mead alleges that Car #78 "jumped" the start allowing him to lead Car #3 into Turn 1. He further asserts that Car #78 was able to stay in front by blocking Car #3's multiple attempts to pass. Several incidents of contact occurred between Car #3 and Car #78, including one which ended Car #78's race.

The COA reviewed Car #78's front facing in-car video and noted that Mr. Sanchez drove a defensive race, denying Car #3 an opportunity for an inside pass, but making no abrupt changes in direction or obvious reaction to Car #3 moving left and right behind him. In all cases, Mr. Sanchez (Car #78) allowed Mr. Stewart adequate racing room and did not attempt to impede Car #3 during an attempted passing maneuver. The COA identified several incidents of contact sufficient to upset Car #78 and noted Mr. Sanchez recovered well, maintaining his position. The incidents in the video could be correlated to the Race Log and to the associated witness statements provided to the SOM.

On approximately lap 6, Car #78 approached a slow T2 car entering the left hand Turn 1. The T2 car did not leave a full car width on the inside so Mr. Sanchez slowed until there was sufficient room to pass to the left of the T2. Car #3 impacted Car #78 in the right rear as Car #78 was drawing alongside the T2, causing Car #78 to turn into the T2 car and then rotate into Car #3. The COA agrees with the SOM that contact by Car #3 initiated the incident and it was not the result of blocking by Car #78.

Mr. Mead also stated that he was not interviewed by the SOM regarding his protest. The SOM interviewed the two drivers involved in the incidents and based their decision on the drivers' firsthand knowledge. Since Mr. Mead was not a witness to nor did he potentially cause the incidents described, the investigation of on-track behavior did not require his testimony. Mr. Mead had protested on behalf of his driver, Lance Stewart, so Mr. Stewart's testimony was considered in lieu of Mr. Mead's.

Certain other allegations and/or documents submitted with the appeal either were not pertinent or could not be verified and were not considered by the COA. The SOM relied upon the full body of evidence presented to them and they reached a clear and reasoned decision in disallowing the protest. The COA supports their decision.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Derek Kulach vs. SOM COA Ref. No. 17-08-SW
April 13, 2017

FACTS IN BRIEF

On March 25, 2017, at the Hoosier SCCA Super Tour Southwest Shootout at Circuit of the Americas, Derek Kulach (T2 #12) protested Mike Vess, driver of T2 #73 (a BMW M235iR) charging that the car is not classified as a T2 but should be in T1. The Stewards of the Meeting (SOM) Paula Hawthorne, Laurie Sheppard, and Jack Marr, Chairman, met, reviewed the evidence, and disallowed the protest. Mr. Kulach appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Rick Mitchell (Chairman) met on April 6 and April 13, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Gerald Wannarka were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Derek Kulach, received March 29, 2017.
2. Official Observers Report and related documents, received April 5, 2017.
3. Email from Jack Marr, Chairman SOM, dated April 3, 2017.

FINDINGS

As evidence to support his protest Mr. Kulach supplied the SOM a copy of Tech Bulletin 17-04 which showed the BMW M235iR classified in T1 with a weight of 3275 lbs. This change was effective immediately as of March 20, 2017. The bulletin also removed the R from the T2 BMW M235iR line. However, the T2 amendment was not indicated to be an immediate change so it would become effective on March 31, 2017. As written in Tech Bulletin 17-04 the BMW M235iR was eligible for competition in both classes from the date of publication through March 31, 2017. It was permissible for Mr. Vess to run in T2 at a weight of 3400 lbs. or run T1 at a weight of 3275 lbs. for this event.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Kulach's appeal is not well founded and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Derek Kulach vs. SOM COA Ref. No. 17-09-SW
April 13, 2017

FACTS IN BRIEF

On March 26, 2017, following the T2 race at the Hoosier SCCA Super Tour Southwest Shootout at Circuit of the Americas, Mike Vess (T2 #73) protested Derek Kulach (T2 #12) charging violation of General Competition Rules (GCR) 6.5.2.C.1. (false start). The Stewards of the Meeting (SOM) Paula Hawthorne, Laurie Sheppard, and Jack Marr, Chairman, met, reviewed the evidence, and upheld the protest. Mr. Kulach was penalized two (2) finishing positions in class. Mr. Kulach appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Rick Mitchell (Chairman) met on April 6 and April 13, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Gerald Wannarka were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Derek Kulach, received March 29, 2017.
2. Official Observers Report and related documents, received April 5, 2017.
3. Email from Jack Marr, Chairman SOM, dated April 3, 2017.

FINDINGS

Mr. Vess held the pole position and supplied his in car video as evidence to support his protest. The video showed Car #12 accelerated multiple car lengths ahead of the pole car before the green flag was shown. The video also shows Mr. Vess maintained a speed close to the pace established by the pace car and only accelerated upon display of the green flag.

Mr. Kulach states in his appeal that neither the Starter nor any Marshals called in and said he had jumped the start. The COA finds this interesting but it doesn't negate the facts presented in the video. Mr. Kulach also asserts that if the pole position car, #73, was found to be improperly classified in T2 that the protestor, Mr. Vess, would not have been in the race and, therefore, not able to protest him. The COA finds this doesn't negate the fact that Car #12 improved his position on the field on the pace lap prior to the green flag.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Kulach's appeal is not well founded and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Steve Pence vs. SOM COA Ref. No. 17-10-SE
May 4, 2017

FACTS IN BRIEF

On January 15, 2017, immediately following the Group 3 (SRF/SRF3) race at the Sebring Super Tour Event, Steve Pence, Race Director, instructed Timing and Scoring to delay posting the provisional results until circumstances surrounding the finish could be reviewed. Between January 15 and January 17, 2017, Mr. Pence discussed the situation and applicable General Competition Rules (GCR) with the National Chairman of the Stewards Program, the Stewards of the Meeting (SOM) assigned to the event, and other SCCA stewards. In addition he requested the SOM grant a 24-hour protest period following posting of the provisional results. Mr. Pence did not file an official Request for Action (RFA). In a January 17, 2017, email to the SOM, Race Director Pence declared Lap 13 to be the final lap for scoring purposes and posted the Lap 13 Provisional Results via email to all competitors in the race.

On January 18, 2017, Cliff White, SRF3 #68, filed a protest via email. Mr. White objected to the provisional results declaring lap13 as the final lap. Specifically he cited misapplication of GCR 6.7.1. (Stopping a Session – Methods) and 6.10.4. (Race Winner).

A new SOM panel was appointed to hear this protest. The SOM panel originally assigned to the event participated in the decision that delayed posting of the original Lap 14 Provisional Results from Timing and Scoring (T&S). In addition, the original SOM authorized the release of Provisional Results based on Lap 13. (See COA Ref. No. 17-04-SE)

The Stewards of the Meeting Bob Hudson, Bob Horansky, and Paul Gauzens, Chairman, met via telephone, reviewed evidence, obtained additional witness testimony, and ruled the Race Director lacked authority under GCR 5.12.2. (U.S. Majors Tour Race Director) to delay posting the Lap 14 Provisional Results. The SOM further ruled the Race Director was not authorized by GCR 6.1.1.I. (Red Flag) and GCR 6.10.3. (Awarding of Points) to revise the Provisional Results. The SOM declared that Lap 14 was the lap to be used in determining finishing order, awarding trophies, awarding points, and awarding all prizes. Race Director Pence appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on April 27 and May 4, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Steve Pence, received April 15, 2017.
2. Official Observer's Report and related documents, received February 22, 2017.
3. Addendum to Official Observer's Report (SOM Ruling) received April 18, 2017.

FINDINGS

On April 15, 2017, Race Director Pence submitted a letter of appeal objecting to the SOM ruling. In his opening paragraph he states: "We are dealing with a very clear question: should the race be scored as of lap 13 or lap 14? While a red flag after a checker is certainly unique, the GCR, as written, provides an easy, and clear, answer."

Mr. Pence states GCR 5.12.3.A.1. (Execution of the Event) and GCR 6.10.5.B. (Shortened Races) are the basis for delaying release of the provisional results and declaring Lap 13 as

the final lap. His argument is that GCR 5.12.3.A.1. provides authority for the Race Director to get involved with the Specialties during times of great confusion. He goes on to provide an extensive justification for declaring Lap 13 as the final lap based on his reading of GCR 6.10.5.B.

Central to Mr. Pence's appeal is whether the GCR authorizes a Race Director to influence the outcome of a competition. Mr. Pence asserts that GCR 5.12.3.A.1. (Execution of the Event) provides this all-encompassing authority. Mr. Pence is correct when he asserts this rule charges him as Race Director with executing the program in a safe manner. However, this rule only sets forth duties and responsibilities dictating what the Race Director is expected to accomplish. Powers that may be used by the Chief Steward (and by extension Race Director) are set forth in GCR 5.12.3.C., 5.12.3.D., and various GCR citations specific to the Race Director. GCR 5.12.3.A.1. does not give the Race Director the power to delay posting the provisional results.

GCR 5.10.4.A. states that Provisional Results shall be posted and availability announced via the public address system at the conclusion of the race. Posting the Provisional Results affords all parties the opportunity to review and file formal objections (Protests and/or Requests for Action). Evidence in the case file shows Provisional Results for Lap 14 were produced by T&S and provided to the race officials.

Although no formal objection (Request for Action) was filed, Race Director Pence directed T&S to delay posting and distribution of Provisional Results. He also requested that T&S produce Lap 13 "Provisional Results" for review and determination as to which lap was to be used for official scoring. GCR 5.10.4.A. is an emphatic rule and must be followed. The COA finds no authority for the Race Director to disregard GCR 5.10.4.A.

Mr. Pence did not exercise the authority available to him for objecting to Lap 14 being declared the final lap for scoring. He could have filed a formal objection (Request for Action) instructing the SOM to investigate and provide a ruling. In accordance with GCR 5.10.4.B. (Official Results), the Provisional Results for Lap 14 that were printed and provided to the officials on January 15, 2017, at Sebring were final 30 minutes following distribution. Lap 14 is the correct lap for scoring finishing order, awarding trophies, awarding points, and awarding prizes.

In his appeal Mr. Pence raised additional arguments regarding how this situation should have been handled. Mr. Pence states that Lap 14 was not completely scored because the race was stopped via a Red Flag on Lap 14 following display of the Checkered Flag to all but one competitor. He argues that based on GCR 6.7.1. (Stopping a Session – Methods) when the race could not be restarted, the one car not receiving the checker prior to the Red Flag could not be scored as finishing the 14th lap. His interpretation is that a Red Flag has higher order of precedence than the Checkered Flag. The COA disagrees.

- The Red Flag (GCR 6.1.1.I.) does stop the competition and is used when extreme conditions warrant. All cars must immediately stop safely and await further instructions.
- The Black Flag (GCR 6.1.1.F.) stops competition, but instead of requiring immediate stoppage around the circuit, directs all cars to enter pit lane and await further instructions.
- The Checkered Flag (6.1.1.H.) stops competition, but with a very important additional authority. The Checkered Flag ends competition for each competitor as the car crosses the finish line.

The wording for each flag condition is quite clear. All three rules authorize stopping a competition (session), but only the Checkered Flag ends a competition. The Checkered Flag must be displayed, normally at the finish line, to signal the end of competition, even one stopped by a Red or Black Flag.

Mr. Pence takes exception with T&S for manually scoring the last car upon crossing the finish line after the Red Flag was withdrawn and replaced with a Black Flag All. Per the

Supplementary Regulations issued for the Hoosier Racing Tire SCCA Super Tour Event, Sanction Number 16-ST-4722-S held at Sebring International Raceway on January 13, 14, and 15, 2017, Sessions (Page 3): “The clock will start with the green flag or wave-off (A wave-off will count as a lap). The clock will continue to run during all flag conditions with the exception of the red flag.”

The Red Flag stopped the race clock. The clock remained stopped until the Red Flag was withdrawn and replaced with a Black Flag All. The car for which the race had not ended was directed to enter Pit Lane, shown the Checkered Flag at the finish line under its own power, and scored by T&S. Evidence in the file shows the final car crossed the finish line within the five minute window set forth in GCR 6.10.3.A. (Awarding of Points) after the race resumed (race clock restarted).

The Black Flag All and Supplemental Regulations “Sessions” rules do not prohibit restarting the race clock and scoring the cars as each crosses the finish line, even in Pit Lane, once the Red Flag is withdrawn. The Race Director’s argument that manually scoring the car was improper is not supported by the GCR. Cars are routinely manually scored for a variety of reasons. T&S correctly fulfilled their obligations under GCR 5.10.3. (Timing and Scoring Systems). Lap 14 was properly and fully scored.

Please note, on any given weekend multiple Club Racing sanctioned events are conducted across the country and each has a unique set of officials. The General Competition Rules are the means for ensuring each event is conducted in a consistent manner regardless of venue and staff. This expectation requires all officials to accurately interpret and apply the rules.

DECISION
The SOM decision is upheld in its entirety with added clarifications.

JUDGEMENT OF THE COURT OF APPEALS
Chuck Davis vs. SOM COA Ref. No. 17-12-MW
May 11, 2017

FACTS IN BRIEF

On April 9, 2017, following the Group 2 race at the Super Tour event at Hallett Motor Racing Circuit, Ken Patterson, Race Director (RD), completed a Request for Action (RFA) asking the Stewards of the Meeting (SOM) to investigate possible violation of General Competition Rules (GCR) 6.11.1.A-D. The specific incident involved Car #24 FP, driven by Chuck Davis and Car # 92 HP, driven by James Stevens, at turns 2 and 3.

The SOM, Thomas Abbott, Laurie Sheppard, and Kenneth Kirkland (Chairman) met, reviewed the evidence, and determined that Mr. Davis had violated GCR 6.11.1.A. and D. The SOM imposed the penalty of probation for four event weekends. Mr. Davis appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Gerry Wannarka, Rick Mitchell, and Spencer Gorham (Chairman) met on May 4 and May 11, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Michael West were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received April 26, 2017.
2. CSOM comments on the SOM action. Received May 4, 2017.
3. Appeal Letter from Mr. Davis, received April 24, 2017.
4. SCCA supplied video from Turn 2-3 from Sunday April 9, 2017 (referenced in the appeal).

FINDINGS

Mr. Davis claimed that he was not given an opportunity to obtain witnesses. The COA received confirmation from officials at the event that he was notified of the RFA and correct SOM procedures were followed.

The video showed that Mr. Davis (#24) entered turn 2 behind Mr. Stevens (#92) and initiated an inside pass. The first of the contacts occurred with the front of #24 contacting the rear left side of #92. The two cars continued side by side with #24 going wide of the corner apex curb and forcing #92 toward the outside of the track. The second contact occurred at the exit of turn 2 with #24 one half car length ahead of #92. The third contact occurred at the entry of turn 3 with #24 crossing the nose of #92 as he proceeded off track and behind the apex curb of the turn. Both cars continued after the position change. Witness statements from the participants and observers did not conflict with this account.

Mr. Davis initiated a pass that resulted in car to car contact and he did not provide racing room to Mr. Stevens. He did violate GCR 6.11.1.A. and D.

DECISION

The COA upholds the SOM's decision in its entirety. The probation penalty incurs three (3) points. Mr. Davis's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, May 2, 2017
The RallyCross Board (RXB) met via conference call on May 2nd. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance Chris Albin BOD liaison, 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 7:05pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): The 2017 DirtFish SCCA Central Challenge was rescheduled to May 12-14 due to weather. There are currently 52 competitors registered. The 2017 DirtFish SCCA East Coast registration is open. The 2017 DirtFish SCCA West Coast registration is open. The standard flyer for local regions has been completed and is ready for use. The contract with the IC writer is still being negotiated.

3. **Committee reports:**
   - RallyCross Safety Committee (Regan)
     - Updates: No incidents. A committee safety member attended the live webinar on safety for solo and thought the webinar was valuable. The committee believes the webinar will be a good avenue for training. The committee also discussed the recalled Simpson helmet. The committee consider sending a message out to the regions and divisional Stewards so they know the helmets are not allowed at the event. Safety suggested the helmet message also be placed on the RallyCross App. The expiration date for safety stewards is Dec 31, 2017. Steve Hyatt will talk to member services about how the designation is placed on the membership card.

   - Rules Committee (Lightfoot)
     - Updates: There was one rule inquiry last month. A question was asked about how to score penalties if there is a pointer cone and outside cone wall. If you ran over 3 cones on the wall and went on the outside of two other cones; how would the penalties be scored? Rule submissions June 15, 2017. There are a number or rules submissions for the committee to review for the 2018 season. The RXB discussed the possibility of extending the rules submission close date in 2018. The Rules committee will review the possibility of extending the submission time.

   - RallySprint Committee (Brielmaier)
     - Updates: The New England region had a RallySprint recently. The RallySprint was well attended. There were no new applications for RallySprint last month. The committee is still reviewing RallyTrials and how to get more RallyTrials events scheduled in 2017 and 2018.

   - National Championship Committee (Macoubrie)
     - Updates: The committee met on April 12th, 2017. Topics the committee worked on included finalizing key position for the 2017 DirtFish SCCA National Championship, event schedule, site map and roles and responsibilities of key personnel. The majority of the committee will be attending the 2017 DirtFish SCCA Central Challenge. The committee plans to meet at the event and the week after

to discuss the how the site knowledge gained during the Central Challenge will be incorporated into the National Championship.

- Divisional Steward Liaison (Foley)
  - DRXS meeting: The Divisional Stewards had a meeting on April 27th, 2017. Six stewards and one assistant steward attend the meeting. A new incident report has been issued by the national office. Divisional Stewards and regions will have to download a copy from the SCCA website. ZB Lorenc will step down from the Great Lakes region on June 1st, 2017. The Divisional Stewards discussed the rescheduling of the 2017 DirtFish SCCA Central Challenge and the pros and cons of moving the event due to the site conditions. There was also a discussion about adding water to a site due to dust. The suggested approach is to apply the water the night before or early in morning if water is needed for dust control. The Divisional Stewards were also interested in the hiring of the IC content writer for the program and the status of the SCCA president position.

- Growth and Development Committee (Hamilton)
  - Updates: The committee is still in the development stage and has not met yet. The current members include Theresa Thao, Scott Carlson and Jim Rowland.

4. **Old business:**

5. **New business:**
   - Great Lakes Divisional Steward (Macoubrie): ZB Lorenc suggested Ed Trudeau as a possible replacement for the Great Lake Divisional Steward. Ron Foley talked to the Ed and the assistant divisional steward about the position. Ron Foley nominated Ed Trudeau to be the Great Lakes Divisional Steward effective June 1st, 2017. Keith Lightfoot seconded the motion. Ed was confirmed by a unanimous decision of 7-0. Ron will notify Ed of the approval.
   - The RXB may move the July meeting to the 11th due to Fourth of July.

6. **Motion to adjourn: 7:46pm CST**

7. **Next RXB Meeting June 6th, 2017.**

Sports Car Club of America
***RoadRally* Board Minutes**
May 11, 2017

The RoadRally Board met via conference call on May 11, 2017; meeting called to order at 7:40 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, and Earl Hurlbut, BOD liaison.

1. Approval of April minutes as published in FasTrack. Peter/Mike B/pass
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
   a. May issue was another good one. Articles from diverse set of writers including Ian Holmes and Michael Young.
   b. SportsCar continues to include On Rallying on a regular basis.
3. Event Planning Calendar (Jeanne) - there will be a new one any day now
4. SCCA Staff Report (Jamie)
   a. Jamie not in attendance this evening
   b. New Incident Reporting Forms – File Cabinet being reorganized.
   c. Problem with rrb@scca.com mailing list; some emails may be missing. Resolved 5/11 5PM CDT.
5. NEC Report (Mike T)
   a. Working on getting the RRRs updated and out for review; includes apps being in Class L and S going back to stock equipment; Mike B surveyed Class L contestants, of those who returned the survey, majority felt that apps should be in L.
   b. Recent Nationals
      i. Steel Haul
   c. Upcoming Nationals
      i.. Roads Scholar/Badger Burrow
      ii. USRRC update, Mike T has asked for updated generals, and as liaison expects to do final long distance check on the instructions.
6. Old Business
   a. Effective April 1, Rich opened the window for suggesting 2018 rule changes. Suggestions must be received by June 30. Rich has received a few suggestions, is waiting for more.
   b. SCCA will be switching from GoToMeeting to Skype for conference calls. Pay attention to meeting invitations in the future for the RRB cutover date. June meeting is likely to use the new service – Skype for Business.
   c. Approval of RRSS Knowledge Test (Mike B), sent out for feedback, seems ready for prime time. **Motion to accept Road Rally Safety**

Steward knowledge test. Peter/Jim/pass. Now, what to do with it? Peter suggested putting it with other SS things. Peter will merge with last month's SS docs. Test will be downloadable, but not the answer key. Peter will send forms to look at and separate SS versus SSI (Instructor). More later on SS and SSI. Final approval of RRSSIs will be by the RRB Chairman.

d. Workers Points on combination events. Question is whether multiple worker points are awarded for combination events (e.g. course/tour). Bruce Gezon, Pointskeeper, joined the meeting and gave a history of worker points; they were first used in 2005 with no double points, in 2007 the sentence was removed from the RRRs about number of points per event; workers got points for multiple events when Bruce was Pointskeeper. Rich – Allow double points or not? Mike B – allow; Clyde - allow; Jim said that points not proportional, both in types of rally and the work that people do; Peter – agree. **Motion: have the Pointskeeper continue to count double points, which is no change from current practice. Rich/Peter/pass.**

e. Current Divisional Road Rally Stewards have been contacted, and all are willing to continue. There are openings in Northeast, Rocky Mountain and Pacific Northwest Divisions. Any ideas for appointments for these divisions? Peter will take over Northeast temporarily until someone is found.

7. New Business
   a. Starter Kits (Clyde) –he will send out Time Line within the next week.
   b. Standard Rally School (Peter)
   c. Town Hall - defer to next month
   d. Mike T – suggested that we need contact list, perhaps on the SCCA website RoadRally page, for the RRB, the NEC, RRSS Instructors, DRRSs, etc.
   e. Peter asked Rich if he had any plans for his replacement next year (Rich is terming out).
   f. Earl said that SCCA has picked a new president that will be announced May 15, and will start work on start June 1.
   g. Peter wanted to know what our insurance covered; Rich suggested that he contact Howard Duncan.

Motion to adjourn at 9:25pm CDT Jim/Rich/pass
Next meeting via conference call, June 8, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED July 2017

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 through the board portal in May for the purpose of these specific votes.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Earl Hurlbut, Marcus Merideth, Bruce Lindstrand, Charlie Davis, Jim Weidenbaum and Chris Albin.
The Compensation, Audit and Investment Committee recommends acceptance of the tax filing IRS 990.

MOTION to accept the tax filing IRS 990 as presented. Helman/Pulliam. PASSED.

The Compensation, Audit and Investment Committee recommends acceptance of the Audit Report as presented by Mize Houser & Co.

MOTION to accept the Audit Report as presented. Helman/Pulliam. PASSED.

MOTION: Approve up to $25K for MotorSport Reg to develop Runoffs parking plan software to be used for current and future Runoffs. KC/DH. PASSED.

MOTION: Approve an additional budget of upto $100K to proceed with the NetForum process assessment and 3rd party oversight of same. The process assessment will include: technical review and inventory; business alignment; gap analysis and recommendations. KC/DH. PASSED.

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SOLO EVENTS BOARD | May 24

The Solo Events Board met by conference call April 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill of the National Staff; Bob Dowie and Earl Hurlbut of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

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 Solo Events 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.soloeventsboard.com.

Street

#21277 Allowing Skip Shift Defeat Devices

Per the SAC, 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 recommending 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 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 x 2457 = 3195 lbs. (exceeds maximum limit).

2700 lbs. (maximum calculated weight) + ~~*100*~~ *50* lbs. (wheel width over 10" to 11" weight adjustment) = ~~2800~~ 2750 lbs. (total competition weight)

#20090 Please add a years cap and split boxster and cayman

The PAC feels that the newer generation Boxster and Cayman R are above the current performance envelope of F Prepared. The PAC recommends updating Appendix A as follows to omit the 981 and 718 models from the listing.

Porsche

986/987 Boxster & Cayman (1996-2012)

#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 competitve imbalance in F Prepared. This allows using motor components from the 350Z to the 370Z motor and vice versa.

The listing in Appendix A would be as follows:

FP

Nissan & Datsun

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

Member Advisories

Street Touring

#21986 Electronically Adjustable Shocks

Currently there is no allowance to to control or alter the signal to electronic suspension components in Street Touring. With that in mind you cannot modify or replace the factory control unit for electronic suspension.

Street Prepared

#21748 Cold Air Intake and Foglights

The openings created by removing fog lights are not required to be covered when the fog lights are removed per 15.Q.

Prepared

#18207 17.2.O - Front Spoilers

1) The PAC feels this statement in the 17.2 covers allowable modifications to the bodywork.

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. **Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining**

2) The PAC feels that the overall outline for use of measurement/compliance with allowances is the shadow of the vehicle as it sits with all legal body modifications as viewed from above.

Change Proposals

Street

#20102 Replacing Electronic Shocks

As electronically controlled shocks become more common on many vehicles, the SAC would like member feedback on the following proposal to align their allowances with the

rules on traditional purely mechanical shocks.

Replace 13.5.A.5 with:

"Electronically controlled shocks may not be used on vehicles *that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory."*

Add 13.5.A.6

"Vehicles equipped with electronic shocks can replace them with non electronically controlled shocks subject to Section 13.5 rules and section 13.9 rules."

Add 13.5.A.7

"On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the the OEM controller may not be modified or reprogrammed."

Street Touring

#18052 Change In Classification or Concessions for the 370z in Street To

The STAC would like the membership's input on the following classification change:

Move from STR to STU:

Nissan

370Z (non Nismo)

Street Prepared

#21897 Street Prepared Porsche 944 Error

The SPAC would like member feedback on changing the class listing in Appendix A from:

BSP

Porsche

944 (all incl. Turbo)

to

BSP

Porsche

944 (all incl. Turbo *except 8v*)

This would correct the 8v 944 being classed in both BSP and CSP.

#22032 Please update SP fuel section 15.10 allowances for #17062

The SPAC would like feedback on the following language being added to section 15.10, Engine and Drivetrain. The wording is identical to the new rule recommended in ST in the September 2016 Fastrack.

"*Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.*"

Prepared

#18207 17.2.O - Front Spoilers

After reviewing member input, the PAC feels the following proposed changes more clearly define and limit what a front spoiler/splitter is, and is requesting input regarding the revised proposal:

"17.2.O. The standard OE front spoiler or a non-standard front spoiler*/splitter* may be used. If a non-standard front spoiler*/splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed."*

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

The PAC is requesting member input on a revised version of a previously-published proposal. The committee 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. This is an oversight from the DP/EP/GP reorganization. The proposed listing change is as follows:

E Prepared (EP)

Isuzu

~~Sports Coupe~~

Other Items Reviewed

General

#22021 Timing of course map issuing.

The SEB believes 6.2 and 4.1 are appropriately worded in the Solo Rules. Distribution of course maps is at the discretion of the event officials.

#22038 Classification of drivers

The SEB does not see how this would benefit the sport.

Street

#21964, 21987 Feedback regarding #20242 Lotus Elise Classing

Thank you for your input on Elise classing.

#21975 RE: 20511 adding cars to SSR

Thank you for your input on the proposed SSR additions.

#22011 Fastrack May 2017 - support 20242, 20511, 21519

Thank you for your input on the proposed classing changes.

#22012 Track Ponys

Thank you for your input. The SAC agrees that higher performance packages such as the 1LE or GT350 will continue to be classed above the lower spec cars.

#22029 Exhaust Valve

Thank you for your input on exhaust valves.

Street Touring

#21523 application for STAC

The STAC thanks you for your application. The position has been filled.

#21529 2018 rules

The STAC thanks you for your input on these matters (octane, ECU's, boost). We are actively monitoring the level of competition in STU.

#21753, 21752, 21754, 21756, 21759, 21762, 21764, 21770, 21771, 21778, 21779, 21782, 21784, 21786, 21788, 21811, 21836, 21865, 21967 ST proposed changes feedback (various)

The STAC would like to thank you all for your input on the proposed changes for ST. Please see item #21408 in the June Fastrack for the updated response.

#21846 worried about tire life of rival S

The STAC thanks you for your input. The committee and the SEB will continue to monitor the competitive levels and wear characteristics of tires which are available for competition use in Street Touring.

<u>Not Recommended</u>

Street

#21810 Spring Perch Location Allowance

Thank you for your input. The SAC believes that the spring perch location wording in 13.5.a.3 is sufficient as written to allow installation of commonly available alternative components.

#21935 Allow Ford Fiesta (nonST) in HS with handling pack

Thank you for your input. Per the Standard Part definition in Section 12, dealer installed or motorsport accessories are not elible for use in Street category.

#21981 Classification?

Per the SAC, the Chevy Bolt does not meet the rollover requirements in 3.1.a and therefore is not eligible for Solo competition.

#21983 Clarification on alternate components

Thank you for your input. The "Alternate Components" wording in Section 13 does NOT include coil springs; those parts are not considered wear items, and in the case of the Mazda Miata the OE springs are still available through multiple suppliers. The SAC feels allowing aftermarket springs made to OE specs would not be in the spirit of the category.

#21991 Classify the Corvette C7 Grand Sport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed and will continue to monitor the performance balance between AS and SS.

#21992 Street class car package declaration

Thank you for your input. The SAC and SEB remind competitors that 8.3 requires them

to provide documentation that meets 3.8 in the event of a Protest.

#22000 BS AWD Competitors

Thank you for your input. The SAC believes these cars are appropriately classed and will continue to monitor the performance balance in BS.

Street Touring

#21267 Additional sensors for engine tuning in ST

Thank you for your input. At this time the STAC has agreed that AFM /MAP /MAF conversions would not comply with the spirit of Street Touring.

#21670 Final drive changes in STP

The STAC thanks you for your input. We feel the rules as written for the supplemental STP class do fit within the common mods for the category of cars which are in the class.

#21734 Camaro 2.0 in STP

The STAC thanks you for your input. The STAC feels that the 2.0T Camaro does not currently fit within the Street Touring classes available.

#21766 STH Buick Verano Add to Appendix A

Thank you for your input. Due to the lack of aftermarket support the STAC does not think this vehicle is a good fit for the Street Touring category.

#21803 Repeal & replace ST! make it SP-Lite.

The STAC thanks you for your input.

#21823 Move 1.8L (non VVT) Miatas with Torsen to STX from STR

Thank you for your input. The STAC feels that the 1.8 Miatas are currently classed correctly within Street Touring.

#21833 Why no love for 2 door turbos?

The STAC thanks you for your input. At this time the turbocharged Solstice/Sky platform exceeds the performance level of competition in any Street Touring class currently available.

#21857 Put the Street back in ST

Individual state emissions requirements vary greatly, so the STAC and SEB do not believe this would be a good change.

Street Prepared

#21957 Torque Arm

The rule is sufficient as written. The SPAC would like to point out that torque arms are allowed but may not attach to subframe connectors.

Street Modified

#21984 Club Racing Crossover

At this time the SMAC does not feel classing T1 cars in SSM is appropriate.

Prepared

#21609 Prepared Category rules change proposal 20239

The member-defined swap is only currently compliant for the X Prepared class. Proposal #20239 does not change this.

Modified

#22031 494 Rave engine and rotary valve replacement.

The MAC prefers to maintain GCR consistency.

Handled Elsewhere

Street

#21963 Rename SSR to Heritage Classic Contemporary (HCC)

Please see the response to #21975

#21965, 21973, 21974 Exhaust valves feedback (various)

Please see the response to item #22029

#21976 Member feedback on #20242 Lotus Elise Classing

Please see the response to item #21964 in the June Fastrack.

Street Touring

#21207, 21220, 21241, 21317, 21851 Octane rating proposal feedback (various)

Please see item #21094 in the June Fastrack.

#21774 Buick Verano

Please see item #21766.

#21834, 21837, 21838, 21839, 21852, 21946, 21947 MAP sensor allowance feedback (various)

Please see the response in item #21267.

#21850 #14648 ECU Clarification

Please see the response in item #21267

#21966 Focus RS ST* classing

Please see the response to letter#21636 in the June Fastrack.

Tech Bulletins

General

#21877 Stupid wording to E&O 12.12

Errors and Omissions: the following wording change is provided for clarification purposes.

Change the first sentence in the “traction/stability control” entry in 12.12 to read as follows:

“A system *which adjusts engine power, braking force, and/or torque distribution in response to detection or prediction of understeer, oversteer, or throttle-induced wheelspin.*”

#21977 Clarification on 2017 change to rule 4.5

The following amended version of a previously published Tech Bulletin is provided for further clarification:

Clarify 4.5 to read as follows:

”If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, *provided the original vehicle is permanently withdrawn from all further class competition for all drivers in*

that heat on that day. Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.

A driver may change cars prior to the beginning of competition until the driver's class heat begins, at the discretion of the Chief Steward or Chief of Registration in consultation with the Chief of Timing.*"*

Street

#21978 Classify Acura TLX and RLX

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

GS

Acura

RLX

TLX

#21998 Rule clarification on OEM replacement parts for street class

Per the SAC, for clarification purposes please add new wording as shown in Section 13:

New 6th paragraph and changes to subsequent paragraph, as shown:

"Updated parts, replacement parts or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be Standard Parts.

Alternate parts *(parts that may fit due to common platforms)* listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific *model and/or option package*.

See Sections 3.8 and 8.3.1 for documentation requirements.*"*

#22017 Classing of 2017 MX-5 RF

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

CS

Mazda

Miata RF (2017)

#22037 Street Category Sunset Rule

Per the SAC, please add the following to the top of Street category in Appendix A:

Street Category

"Cars designated model year 1986 and older are not eligible for national competition but may still partcipate in regional competition."

Street Touring

#22047 Classification Chevy Sonic

Under Errors and Omissions, the model years for the Sonic should have been updated through 2017. The member's car would be legal for STS competition pending it follows the STS ruleset.

Street Prepared

#22005 Chevrolet Camaro LS/LT 2.0T (2016-17) classification

Per the SPAC, add the following new listing in Appendix A:

ESP

Chevrolet

Camaro (2.0 Turbo)

Classic American Muscle

#22241 CAM Tire Exclusion

The following tire is excluded from use in the CAM classes:

Yokohama ADVAN A052

NOTE: In keeping the CAM Rules brief and straightforward, it has been chosen to maintain an exclusion list for tires. Rather than creating complex regulations for tires, the Yokohama ADVAN A052 is considered one of the few tires that appears to be just "over the line" of the acceptable performance level for CAM vehicles and has been excluded. While CAM has few regulations overall, tires will be substantially regulated for this category.

#22242 CAM Front Splitter

Clarify the OE front spliiter rule for CAM, under the "Body Allowances" section in Appendix B by adding to the 9th bullet point as shown:

"Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the original body excluding non-integral bumpers *except OE or equivalent for the body style*."

Note: OE front splitters have always been considered compliant and it has been brought to light that some OE splitters may not specifically fit the allowance in Appendix B. EXAMPLES: Ford Mustang Boss 302 Laguna Seca front splitter may only be used on any S197 Mustang; Chevrolet Camaro ZL1 (6th gen) front splitter may be used on any 6th gen Camaro.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 6, 2017

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

Member Advisory

P1

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

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

GCR

1. #22150 (SCCA Staff) Corbeau Driver Restraint System Recall
Corbeau USA, LLC has recently discovered a potential safety issue with its 5-Point Camlock Harness Belts. We have reason to believe that on a small percentage of belts, the right lap insert tab had the hole drilled off center by a 1/16th of an inch, causing the lock pin inside the camlock dial to not lock properly. This could potentially cause the right lap belt to come unlocked from the camlock dial under minimal stress.
Corbeau USA, LLC is voluntarily recalling 5-Point camlock harness belts with part numbers 53001B, 53007B, and 53009B purchased between 4/01/16 and 4/24/17. These would have stamp dates between May 2016 and May 2017. In other words, all belts with SFI stamp dates from May 2016 to June 2017 are being recalled. This does not include any belts purchased after 4/24/17. We are certain this only applies to a very small percentage of these belts but at the same time also want to be certain that all belts in the field are free from this defect. The problem was found during testing with the SFI foundation. This recall ONLY applies to 5-Point camlock harness belts. While we are certain this only applies to a small percentage of belts, we ask that you please contact us immediately to return your belts so there are no doubts that your belts are free from defect.

North American Consumer Instructions:

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

North America Dealer Instructions:

Corbeau 5-Point camlock harness belts purchased and or sold between 3/1/16 and 4/24/17 need to be returned for inspection immediately. If you have not already spoken with a representative from Corbeau USA, LLC, please call us immediately at 801-255-3737 to review how many belts you sold and how to best inform your customers. We are happy to call customers direct to inform them of the recall process.
The original recall can be viewed by going to http://corbeau.com/product-recall/.
NOTE: Please see MA 17-02 at https://www.scca.com/pages/cars-and-rules.

No Action Required

AS

1. #21969 (Jay Pistana) Feedback on January WDYT Questions
Thank you for your feedback about the Member Advisory (letter #21105, February 2017 Fastrack). The CRB/ASAC are in the process of collecting data to determine if weight adders need to be changed for dog boxes and 350 FP engines. Please look for these decisions toward the end of 2017.

2. #21971 (Jay Pistana) Why Were Weights Reduced for Most Cars
Thank you for your inquiry. The CRB/ASAC received letters requesting weight reductions for all cars. Most requests were over 3 times higher than the 50 lb adjustment in letter #20963, January 2017 Technical Bulletin. The requests stemmed from the amount of ballast that many cars carry. Please see the February 2017 Fastrack for examples of such requests.

3. #22016 (Greg Amy) Scrutineering Response to Letter #21799
Thank you for your thoughtful suggestions, your expertise, and the time you spent on your analysis. The issues that you surfaced are paramount and under discussion when attempting to implement such changes. The CRB/ASAC would not implement any change suggested unless the administration of the change could be fully and clearly supported by Tech personnel.

Not Recommended

AS

1. #21809 (Brian Himes) Full Prep Engine Displacement Adjustment
Thank you for your letter. CRB/SCCA research indicates the blocks are available to accommodate your plans.

2. #21898 (Brian Himes) Specify Full Prep Maximum Engine RPM to 6600
Thank you for your letter. Limiting engine RPM in Full Preparation engines will require a philosophical change in the design of AS FP engines. Teams will research, re-design, and build new engines to maximize performance for such a rule change. In addition, ignition units can be circumvented to indicate one rev limit when in actuality, it is higher. This could cause challenges for Tech and competitors. These changes will add significant cost to convert engines over. The CRB/ASAC do not recommend these changes.

GT2

1. #21955 (Steven Pounds) Requesting Competition Adjustments for the Maserati GT4
Thank you for your letter. This is a new classification to GT2/ST and the CRB would like to see more races and relative performance index for this car before considering any competition

adjustments.

2. #22014 (Chad Gilsinger) Remove TIR From the 2017 Acura NSX
Thank you for your letter. This is a new classification to GT2/ST and the CRB would like to see more races and relative performance index for this car before considering any competition adjustments.

3. #22071 (Mark Kibort) Classify the Porsche 928S4 & 928GTS
Thank you for your letter. There is no more information related to this car in World Challenge configuration, the car could not be teched and the configuration suggested would exceed the performance of the class.

ITR
1. #21895 (Ben Phillips) Increase the Proposed Weight for the New ITR Civic
Thank you for your letter. The CRB will continue to monitor this car's performance.

EP
1. #21680 (Aaron Downey) Mazda RX-3 Street Port 12a Choke Size From 42mm to 44mm
Thank you for your letter. Based on the competition history of this car over the last several years, it is believed this car is competitive as classed.

2. #21860 (James Robertson) Resubmitting a Request for the Caterham 7 America
Thank you for your letter. The proposed alternate carburetor would significantly increase the horsepower of this car. This would require adding weight to the car. If the submitter has any data on the potential power increase, this request might be reconsidered with added weight. The rules currently allow modifications to the fenders of this car.

3. #21951 (Aaron Downey) Adjust Suspension and Steering to Level 1
Thank you for your letter. This change would be contrary to the Production class philosophy.

Prod
1. #22142 (Daniel Thiel) Allow Sequential Transmissions in Production
Thank you for your letter. Stock transmissions, alternate gear packages and non-sequential dog ring boxes are readily available at costs lower than sequential transmissions. Allowing sequential transmissions in Production may result in a large number of competitors spending money needlessly to change to a sequential transmission without any improvement in the competitive environment of the Production classes.

STU
1. #22118 (Rusty Varnadoe) Issue With The STU Weight Modifiers
Thank you for your letter. The CRB will continue to monitor the class.

2. #22190 (Chris Jurkiewicz) Please Allow Wider Than 8
Thank you for your letter. The CRB sees no reason to change wheel size in Super Touring at this time.

T2

1. #22066 (Jeff Lepper) Allow Removal of the Heater Core
Thank you for your letter. The CRB does not recommend this change at this time.

2. #22067 (Jeff Lepper) Allow Fuel Return and Fuel Pressure Regulator
Thank you for your letter. The Touring rules allow a provision to solve for the saddle bag fuel tanks issue. An additional option is to install a fuel cell. The fuel pressure regulator is not recommended and is considered against class philosophy.

T2-T4
1. #22069 (Eric Heinrich) Modernize Brake Duct Inlet Size Rules
Thank you for your letter. The rule is adequate as written.

2. #22072 (Eric Heinrich) Allow Removal of Unused Portions of the Wiring Harness.
Thank you for your letter. This request is against class philosophy. The rules allow removal of components but not portions of a wiring harness associated with the components.

3. #22094 (Harley Kaplan) Measurements and Repeatability
Thank you for your request. This suggestion cannot be logistically be easily and consistently implemented.

4. #22112 (Todd Lamb) Re-Classify The Global MX-5 Cup Car From T3 to T4
Thank you for your request. Recent changes have been made to T3. Please see the response to letter #22120, Technical Bulletin. The CRB will continue to monitor the class.

T3
1. #21989 (Ali Salih) Allow 2850lbs for Spec E46 Cars in T3 With 255 TOYO Tires
Thank you for your letter. Any manufacturer of DOT tires in the approved size is permitted. The CRB does not make weight adjustments based on the performance potential of any given tire brand.

T4
1. #21968 (Oscar Jackson) Add the Factory 2017 Toyota 86 Spoiler
Thank you for your letter. This request does not follow the Touring philosophy for T4 to class base model cars. Discussions are currently underway for the future philosophy of T4.

2. #22048 (Ali Naimi) Reduce the 2006 MX-5 Weight
Thank you for your letter. The T4 MX-5 is competitive as classed. Please see recent changes in letter #21953, June 2017 Fastrack Technical Bulletin.

3. #22057 (John Tures) Remove the 50mm Flat Plate Restrictor from Mustang V6
Thank you for your letter. Recent changes were made in T4 and the CRB will continue to monitor the class.

4. #22073 (Joe Aquilante) Publish All The Letters
Thank you for your request. The CRB does not recommend.

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

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

6. #22109 (Raymond Blethen) Review Mazda MX5 Classifications in T4
Thank you for your request. Recent changes have been made to T4 and the CRB will monitor the class.

Recommended Items for 2018
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec
1. #22080 (B-Spec Committee) B14 Bilstein Kit for All Cars
In B-Spec, add the following language to the Notes:

Ford Fiesta (4-dr) (11-12): *Allow Bilstein B14 suspension kit 47-167490.*
Honda Fit (09-12): *Allow Bilstein B14 suspension kit 47-165854.*
Honda Fit (2015-): *Allow Bilstein B14 suspension Kit 47-165854.*
Mazda2 (11-14): *Allow Bilstein B14 suspension kit 47-167490.*
Mini Cooper (07-10): *Allow Bilstein B14 suspension kit 47-139060.*
Mini Cooper (2011-): *Allow Bilstein B14 suspension kit 47-139060.*

2. #22086 (B-Spec Committee) Allow Removal of the Front Sway Bar
In GCR section 9.1.10.E.36., add the following language to the last sentence:
Front sway bars may be disconnected and/or removed.

P2
1. #22206 (Formula/Sports Racing Committee) ESR in P2
Thank you for your letter. The CRB recommends the following changes to 9.1.8.H.:

7. Engine and Drivetrain

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

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

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

external engine and engine systems parts.

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

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

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

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

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

9. No modification to the crankshaft dampener is allowed.

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

The following parts must be used:

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

12. Spark Plugs are open.

13. Fuel Injectors: Part # WM591929

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

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

16. Air Filter: Part # WM301020

17. Exhaust systems may be thermal coated or wrapped.

18. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
19. Where needed to meet sound limits, Enterprises muffler kit part # WM301046 *or #WM303017* is required. The muffler may not extend beyond the back of the ~~transmission.~~

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

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

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

b. Transmission

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

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

With the following exceptions:
a. All components must be ferrous metal, except for bearing retainers and bearing cages.

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

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

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

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

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

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

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

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

8. Suspension

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

b. Front and rear springs are open.

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, unless specifically authorized are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti roll bar sizes:
Front .875” OD ±.005”
Top Tee .750” x .135” wall, ±.005”
Top Tee Length: 7.5” maximum end to end
Rear lower stalk .615” Dia. ±.005”
Upper stalk .765” ±.005”
Arm length 5.470” shoulder to shoulder

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

Optional Rear Sway Bar: #WM1102025 Kit

11. Brakes
NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER
BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

a. Brake pads are open. *#WM801005 Pad shims maybe used*

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450”.
Part # WM801002x Left, Part # WM801003x Right. Min width is .600”

c. Master cylinders must be the Girling type.
Front master cylinder is.700” piston diameter, Part # WM802005
Rear master cylinder is .750” piston diameter, Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WMxxxxxx (TBD) is allowed

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

Front: 8 in. x 13 in. Part # WM 205001- OZ Black
Front: 8 in. x 13 in. Part # WM 205001B- OZ Silver
Rear: 10 in. x 13 in. Part # WM 205002- OZ Black
Rear: 10 in. x 13 in. Part # WM 205001B- OZ Silver

Optional Jongbloed wheels maybe used
Front 8 in. x 13. Part #WM205016
Rear 10 in. x 13. Part #WM205017

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

Change 6.1.1.B. YELLOW FLAG (Solid Yellow)
~~STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.~~

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

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

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

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

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

Recommended for 2018:

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

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

T3
1. #22046 (Fante Meng) Allow BMW 135i DCT Automatic Transmission
Thank you for your letter.

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

Gear Ratios: *DCT only: 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*
Final Drive: *DCT only: 2.56*
Notes: *DCT transmission permitted with 30lb. penalty.*

T4
1. #22027 (Derrick Ambrose) CorkSport Rear Camber Arm Allowance for the 2014 and Up Mazda 3
Thank you for your letter. In T4, Mazda3 (14-16), add the following language to the Notes:

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

Taken Care Of
AS
1. #21924 (Dean Bailey) Addition of Rev Limiters to the American Sedan Rules
Thank you for your letter. Please see the response to letter #21898.

GCR
1. #21168 (Bob Hudson) Yellow Flag Rule Proposal
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

2. #21368 (Ben Tyler) Jan 2017 - Proposed 2017 Yellow Flag Rule Change
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

3. #21554 (Joyce Bakels) 20619 - Clarification of the Yellow Flag Rules
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

4. #21560 (Adam Miller) Yellow Flag Rule
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

5. #21562 (Greg Amy) Letter #20619
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

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

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

7. #21565 (Robert Griffith) Yellow Flag Zone and White Flag on First Lap
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

8. #21567 (Eric Heinrich) Yellow Flag Input
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

9. #21568 (Skip Brock) Yellow Flag Rule
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

10. #21569 (Steve Perkins) Proposed Yellow Flag Rules
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

11. #21573 (Eric Smith) Proposed 2017 Yellow Flag Rule Change
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

12. #21575 (Jeff Grose) Yellow Flag rules
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

13. #21576 (Raymond Blethen) Yellow Flag Rules Need to be Definable to Have Penalties
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

14. #21579 (Lindy Toland) Proposed Yellow Flag Rule
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

15. #21585 (Ed Shuler) Adopt the FIA Flagging Standards
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

16. #21586 (Lenny Basaj) Feedback: Flag Rules and Spec Miata Proposal in January Fastrack
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

17. #21646 (Lance Snyder) Proposed Yellow Flag Rules
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

18. #21647 (Fred Brinkel) Clarification of Yellow Flag Rules
Thank you for your feedback and comments. They are greatly appreciated. Please see the response to letter #20619.

19. #21741 (Christopher Everett) Expand the Contact Steward Program
Thank you for your letter. Please see the response to letter #21994.

GT2
1. #22083 (Robert Lentz) Eliminate Restrictor Requirements for Traditional GT2 Cars
Thank you for your letter. Please see the response to letter #22082, Technical Bulletin.

EP
1. #21861 (Andrew Robertson) Alternate Components for the Caterham 7 America
Thank you for your letter. Please see the response to letter #21860.

2. #21867 (A. Sterling Cole) Support for Aaron Downey's Request to Change 42mm to 44mm Chokes
Thank you for your letter. Please see the response to letter #21860.

T2
1. #21808 (David Fedler) Please Keep the BMW M235iR In T2
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

2. #21813 (Toby Grahovec) Request to Keep BMW M235iR in T2
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

3. #21819 (Duane Grahovec) M235IR BMW - Why Move it to T1?
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

4. #21820 (Yuki Tsutsumi) Put the BMW M235iR Back in T2
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

5. #21831 (Richard Kulach) Strong Opposition to Factory GT Cars Being Classified in T2
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

6. #21849 (David Muramoto) Don't Allow BMW 235iR in T2
Thank you for your letter. Please see the response to letter #21815, June 2017 Fastrack Technical Bulletin.

T3
1. #21887 (Dion Ciccarelli) Reduce Weight and Allow Intake For The 2014 V6 Mustang
Thank you for your letter. Please see the response to letter #22120.

T4
1. #22035 (Don Knowles) Potential T4 Adjustments
Thank you for your letter. Please see the response to letter #22120.

What Do You Think
P2
1. #22175 (Mike Bachman) Eliminate Diffusers in P2
Thank you for your letter. The CRB is seeking input on removing rear diffusers from cars in the P2 class to help lower costs and development of new cars and to ensure that P1 and P2 maintain a separation in performance envelopes. Please provide your feedback through www.crbscca.com.

GCR
1. #21912 (Frank Todaro) Contact Impound for Regional Racing
Thank you for your letter. Please see the response to letter #21994.

2. #21994 (Tyler Brown) Add an Impound Requirement for On Track Contact
The Club Racing Board has received quite a few letters over the past years expressing concern over the many incidents of car-to-car contact at our Club Racing events. The topic is also a common item on the many racing forums. The Club Racing Board is seeking comments on requiring mandatory impounding of any cars involved in a car-to-car contact. Should the driver and car be required to report to impound immediately after the session is over? If so, Stewards will investigate the contact and, if necessary, take action against the offending party. This would also be an opportunity for the parties involved in the contact to discuss it in a neutral environment.

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

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

Please provide your feedback through crbscca.com.

RESUMES
1. #22019 (Douglas Erber) Race Data Tech Specialty Interest
Thank you for submitting your resume.

2. #22136 (Robin Merod) Volunteer Race Data Tech
Thank you for submitting your resume.

3. #22211 (Formula/Sports Racing Committee) Add Aaron Ellis to the FSRAC
Thank you for your resume. The CRB welcomes Aaron Ellis to the Formula Sports Racer Advisory Committee.

TECH BULLETIN

DATE: June 20, 2017
NUMBER: TB 17-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/30/2017 unless otherwise noted.

American Sedan
None.

B-Spec
1. #22078 (John Heinricy) Allow Oil Catch Cans in B-Spec
In GCR section 9.1.10.E add a new line as follows:
"*40. An oil catch can is permitted.*"

2. #22092 (Gregory Freetage) Classify the 2013-2016 Ford Fiesta
In B-Spec, Ford Fiesta (4-dr)(11-12), update the platform year as follows:
"Ford Fiesta (4-dr)(11-~~12~~ *16*)"
Note to the author: (The VTS sheet that is attached to the request lists a part that has not been approved, part# M-7210-FA shifter)

3. #22143 (Ian Macpherson) Car Eligibility and Uses of the Term
In B-Spec, Ford Fiesta (4-dr), correct the classification as follows:
"Ford Fiesta (~~4-dr~~ *5 dr Hatchback*)"

Formula/Sports Racing
P1
1. #22128 (Formula/Sports Racing Committee) Simplify P1 Engine Table Line G
In P1 Engine Table, Line G, make the following changes:
Restrictor: ~~None Required~~ *33mm*
Weight: ~~1325~~ *1125*
Notes: ~~May run 33mm restrictor at 1125 lbs. min. weight.~~

P2
1. #22108 (VICTOR CULBERTSON) Pinto Restrictor Clarification
In P2, Line E Note 2: Pinto engine 2000cc, add the following language:
"*7. Restrictor not required*"

SRF
1. #22201 (Formula/Sports Racing Committee) Revised Bodywork Rules
In GCR section 9.1.8.E.E.j., add the following language:
"*SRF3 tails are legal to run on SRFs.*"

In GCR section 9.1.8.E.2.B., make the following changes:
"Current SRF body rules with the exception as noted:

Tail: can be used in any legal SRF configuration until the start of the 2018 competition season. Final SRF3
configuration: For muffler clearance, a minimum 4” cut and a maximum of 8” X 62.5 +/- .500” with a 1” radius in the upper corners. Measured from the bottom up and centered left to right. No Roush Exhaust Scoop.
Min weight 25 lbs. Max 55 lbs.
Center section: Oil Cooler NACA Duct is optional for SRF3, if installed must be unmodified and functional. Trimming of the left engine duct or the airbox snorkel is permitted for fitment, no sealing of the joint.
Mandatory identification. “SRF3” near the side car numbers, Approved (2) “Ford ~~Racing~~ *Performance*” *on each side of the engine cover plus a Ford Blue Oval on the center of the Nose* & (2) “Performance Electronics” on each side of the tail. “Hoosier” logo (4) on both sides front lower outer corners of the nose, each side of the tail.
All SRF3 cars must have minimum 10” wide “Day Glow Orange” visible front and rear on the horizontal portion of the tall man kit. *Not Applicable after 12/31/2017.*”

GCR
1. #21830 (SCCA Staff) Update the Compliance Review Language
In GCR section 8.1.4.E., update the language as follows:
“Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes ~~annually~~ *monthly*, and there is no guarantee of compliance ~~beyond the current rules season~~.”

2. #22090 (SCCA Staff) 3.7.2 B. & 3.7.3.B Race Points Awarded Only to One Driver
In GCR section 3.7.2.B., make the following changes:
“Points are awarded to one driver per car ~~per~~ *for each* race. When more than one driver competes in the same *car in the same* race, neither is awarded points.”

In GCR section 3.7.3.B., make the following changes:
“Points are awarded to one driver per car ~~per~~ *for each* race ~~group~~. When more than one driver competes in the same car in the same race ~~group~~, neither is awarded points.”

3. #22099 (SCCA Staff) 9.3.28.C SCCA Logo - Patch Update
The black/red SCCA Club Racing patch is being discontinued and therefore we need to update 9.3.28.C.
Update GCR section 9.3.28.C., SCCA Logo, as follows:
Each driver’s suit shall display *one of* the ~~official~~ SCCA ~~uniform patch~~ logo*s shown in figure 2.* ~~(see figures 2 and 3)~~. *It is preferred that the logo be placed on the upper right side of the driver’s suit (see figure 3.)* Each car competing in an event shall display the official SCCA field logo (see figures 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped.

Figure 2
Official SCCA Logo

Item #3619
(4.5 x 2.0 Inches)

Discontinued
(4.5 x 2.0 Inches)

Item #3632
(3.5 x 1.0 Inches)

Figure 3
SCCA Uniform Patch (Right Side Preferred)



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

GT2
1. #22082 (Pete Peterson) Remove the SIR from the Tube Frame V6 GT2 Cars
The CRB recognizes that the current influx of cars into GT2 has left the traditional SIR mandated GT2 cars behind the performance curve for the class.
In GT2, remove all SIR restrictions for cars under 4 liters.
In GT2, Engines - Mazda, 20B, make the following changes:
Fuel Induction: ~~43mm SIR~~ *Unrestricted Automotive type*
Weight: ~~2230~~ *2280*
The CRB will continue to monitor the performance of all cars in class and make adjustments as necessary.

Improved Touring

ITR

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

Production

FP

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

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

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

Spec Miata

None.

Super Touring

None.

Touring

T2

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

T3

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

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

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

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

3. #22120 (Touring Committee) Adjustments T3 350Z DE, 350Z HR, Mustang V6, Spec46
As previously noted, the MX5 Cup car was designated as the target car for T3 for 2017 and beyond.
Because there was no real data available on the car until early this season, the following adjustments are being made in mid-season to try and bring the class within the MX5 Cup envelope. It
is our intention to make all of these cars competitive. No further changes are anticipated in T3 this season, but the CRB will continue to collect data to verify competitive balance for the 2018 season.
In T3, make the following changes:

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

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

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

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

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

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

T4
1. #21874 (Troy Hale) Update the Suspension Options for the 06-11 Honda Civic Si
Recommended due to shortage of existing allowable HPD suspension kit.
In T4, Honda Civic Si (06-11), add the following language to the notes:
"*Tokico HP shocks allowed (P/N- HE2986, HB2252, HB2251). Eibach springs allowed (P/N 4031.140)*"

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

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

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

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Official Observer's Report and related items, received April 25, 2017.

2. Appeal letter from Mr. Kelm, received April 25, 2017.

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

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

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

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, June 6, 2017
The RallyCross Board (RXB) met via conference call on June 6th. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Chris Regan, and Kito Brielmaier. Also in attendance Chris Albin BOD liaison, 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 7:05pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): Refer to reports below.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: No incidents. Safety steward renewal program is being finalized by the safety committee.

- Rules Committee (Lightfoot)
  - Updates: The submission period for new rules ends on June 15. Notices have been posted on Facebook, the RallyCross App, and the RallyCross forum. Submissions will go into review by the rules committee and RXB after the submission date is complete. The new windshield rule goes in effect on July 1, 2017.

- RallySprint Committee (Brielmaier)
  - Updates: Rules for the new class 10 were discussed during the meeting. A draft have been proposed and is being reviewed. A working outline will be posted on the forum in the near future. The Modified Electrical Vehicles ruels will be posted as a rules submission for 2018..

- National Championship Committee (Macoubrie)
  - Updates: The committee will meet on June 7. The committee will discuss and incorporate experiences and comments from the DirtFish SCCA Central Challenge. The committee continues to work to finalize the site layout, schedule and details for the event..

- Divisional Steward Liaison (Foley)
  - DRXS meeting: The Divisional Stewards had a meeting in May. Eight Divisional Stewards attended the meeting. The Great Lakes regions Divisional Steward transition has been completed. The stewards discussed the DirtFish SCCA Central Challenge, new rules, the Starting Line School and the new IC position. The DirtFish SCCA East Coast Challenge will be held July 7-9, 2017 at the Rally Farm in Catlett, VA.

- Growth and Development Committee (Hamilton)
  - Updates: The committee has been communicating on issues via email. The

committee continues to work on the formation and operation of the committee.

4. Old business:

- The independent contractor has been hired to create content for the national program. Article should be posted in the near future.
- The Great Lakes Divisions stewards has transitioned to Ed Trudeau. The RXB thanks ZB Lornec for his continued support of the program at the regional and division support of the program over the last several years.
- The 10th Class was discussed as part of the RallySprint Committee Report.

5. New business:

- No new business.

6. Motion to adjourn: 7:45pm CST

7. Next RXB Meeting July 11th, 2017.

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED August 2017

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 through the board portal in July for the purpose of a specific vote.

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

MOTION: To permit the transfer of U.S. Majors Tour participation credit (weekend participation and start credits) for participants whose car has been re-classified or dual-classified into a new class during the course of the U.S. Majors Tour season for the purpose of Runoffs qualification. This is done in recognition that a driver may have participated in one class during the season prior to notification that the car had been moved or dual-classified into another class. Participant may request that the participation credits from the first class be transferred to the second class. Points will not be transferred, and they will be removed from their respective point standings upon race participation transfer. This only applies in instances where cars have been re-classified or dual classified during the season. Transfer will only be done upon written request to the Director of Road Racing (roadracing@scca.com) no later than August 16, 2017. Hill/Helman. PASSED.

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SOLO EVENTS BOARD | June 28

The Solo Events Board met by conference call June 28th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill of the National Staff; Bob Dowie and Earl Hurlbut of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

Member Advisories

General

Awards Nominations Requested

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix L of the Solo rules. Nominations should be submitted via www.soloeventsboard.com no later than August 13th.

SEB Openings

Openings are anticipated on the SEB for 2018. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street

#22079 Legality of an alignment cam-lock

The SAC believes aftermarket alignment cam bolt lock washers are not compliant, per rule 3.8 and 8.3.1. They also do not fit the category of “alternate components and hardware items” per the Section 13 header.

#22125 Ride height/camber adjustment

Thank you for your input. The SAC believes the alignment techniques outlined in this letter do not violate rule 13.8.b.

#22212 Fuel - provide strategy to enforce

Thank you for your input. Please refer to Zeltex.com for information on octane testing. The SCCA intends to submit protested fuel samples to a lab utilizing this type of equipment.

Street Touring

#22089 2017 era ECU rules clarification

Per the SEB, this change is viewed as compliant if the USB cable is part of a modification which is authorized by the category allowances, and the hole serves no other purpose.

Prepared

#21311 Request for Clarification 17.2.E&F

The author is correct that 17.2 E and F do not have an allowance for that modification. However, Section 12 defines the Chassis as the minimum configuration of a car to contain all the running gear (drivetrain, suspension, steering, etc) and provide support of the body. The bulkhead is considered part of the chassis. 17.2.C allows for holes to be cut in the chassis for authorized drivetrain component clearance.

Kart

#22461 Changes to Junior Kart rules

The changes to the Junior Kart program are available for preview here:

https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/downloads/000/019/222/2017-01-31-appendix-G-_-H-karts-at-solo-events-_-junior-driver-program.pdf?1485875040

An online Town Hall will be held on July 25th at 9pm to discuss these changes. You can register for the Town Hall here:

https://attendee.gotowebinar.com/register/4573691678587258627

Change Proposals

General

#22455 Sound Regulations

The following proposed changes to Appendix I are provided here for member review:

"The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds *96* dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, *Sound Control Steward*, or representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy* to *functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver's last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound*

Control Steward, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited*.

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a "run" is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties."

Street Modified

#21288 engine swaps shouldn't have to match chassis manufacturer

Given the performance potential of modern engines, engine controls, and turbo/supercharging systems , and a desire to simplify the rules, the SMAC is soliciting member feedback on the following revisions to 16.1.D.1:

"Engine blocks (or housings of rotary engines) must be a production unit ~~manufactured and badged the same as the original standard or optional engine for that model~~ *that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150lb weight penalty in addition to all weight calculations in appendix A*. ~~Badges~~ *Brands* that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes~~ brands related only at a corporate level are not recognized as equivalents *and will be subject to the weight penalty referenced above.* ~~Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or

Germany."

Prepared

#20237 Mid/Rear engine car weight penalty

The PAC would like feedback on adding a penalty to D and F Prepared for vehicles with more than 51% of the vehicle's weight on the rear axle. The PAC recommends adding the following lines to Appendix A sections:

DPrepared

Weight adjustments (lbs):

"*Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement)*"

FPrepared

Weight adjustments (lbs):

"*Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement)*"

#21414 Turbo jets and other anti-lag

The PAC is seeking feedback on restricting "rocket" engine type anti-lag systems. We feel there are sufficient safety and performance related reasons to restrict this anti-lag system. This change is not intended to make unintentional combustion outside of the engine and head, or elliptical housing and rotor "chamber" (aka, backfiring) or similar events forbidden by this rule.

The PAC recommends adding to 17.10.D:

"*4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.* "

Other Items Reviewed

Street

#22059 Lotus Elise to AS

Thank you for your input regarding the proposed Lotus Elise re-classing.

#22224 21094 comment regarding octane and street classes.

Thank you for your input.

Street Prepared

#21078 Agree with #20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input. The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21545, 21546, 21563, 21598, 21604, 21894 Feedback on DP proposal for wheel width weight penalty

The PAC thanks the members for their input in items 21545, 21546, 21563, 21598, 21604, and 21894.

#21551 D/E/F Prepared wheel allowance

The PAC thanks the member for the input. Please see item #20024 in the July Fastrack.

Not Recommended

Street

#22053 Reclassify BMW M2 to FS with M235i

Thank you for your input. The SAC believes the M2 is appropriately classed.

#22154 Move RX8, 350Z, NC Miata to DS

Thank you for your input. The SAC will continue to monitor the performance balance in CS and DS.

#22157 Wheel Width Allowance?

The SAC believes the current wheel rule is sufficient and that additional wheel width of +/-1" is not in the spirit of the Street category. Please also see the response to #22221.

#22193 Include Tesla Roadster with proposed Lotus Elise class change

Thank you for your input. The SAC feels the Tesla roadster is appropriately classed in Street at this time. Further classing and eligibility for other categories will be evaluated as appropriate.

#22207 competition package m3 moved to BS

Thank you for your input. The SAC will continue to monitor the performance balance in FS, however we feel that the M3 Competition package is appropriately classed.

#22221 Add exception for wheels narrower than 6"

Thank you for your input. The SAC believes the current wheel rule is sufficient and that additional wheel width for older cars is not in the spirit of the Street category.

#22222 Extend, alter, or eliminate STREET class sunset rule

Thank you for your input. The SAC believes that the current sunset rule in Section 13 is sufficient.

Street Touring

#22124 Classing request for Lotus Elise

The STAC feels that at this time the Lotus Elise far exceeds the current potential of the Street Touring Ruleset.

#22187 Open ECU / Controlling Boost

The STAC thanks you for your input. Mechanical allowances for boost control are not considered an appropriate change for ST.

Street Prepared

#22054 removal of carpets on cars with track-legal roll bar - weight

The SPAC does not feel that removal of carpets is appropriate for Street Prepared.

Street Modified

#22219 Alternate Hatch Allowance Proposal

The SMAC does not see this allowance as a benefit to the category.

#22304 Lexan glass replacement

The SMAC does not see this change as being in the best interests of the category, or in line with the category philosophy. Modern cars exist that can hit minimum weight within the current rule set.

Prepared

#21543 RE 20239 Engine swaps in FP

The PAC thanks the members for their input. The PAC is withdrawing the proposal associated with letter #20239 for 2018. Membership feedback was generally in favor but showed this proposal is not ready. The PAC will continue to monitor Prepared class participation and membership desires.

Members are also reminded that specific engine swap allowances can be petitioned, on a case by case basis. These swaps may be considered, if the member can demonstrate a ***strong*** need due to replacement parts no longer being available. Rather than out of a desire for a competitive performance advantage.

#21544 Add option to reduce weight + smaller restrictor for turbo

The PAC does not feel that adding a second option for restrictor and weight limits is in the spirit of keeping it simple and keeping it fun. Even though this is a second restrictor, the PAC feels that it will lead to multiple restrictors and weight limits. These changes will not lead to an easy-to-maintain equilibrium.

Currently, FP turbo cars are at neither an obvious disadvantage or advantage. The PAC does not feel the current restrictor rules are an issue. The PAC will continue to monitor the competitive conditions.

#21552 Class weight calculation

The PAC thanks the member for the input. The PAC does not feel that further weight reductions are in the best interests of the classes. Older cars are typically the only ones capable of hitting the current minimum weights or are already lighter than those with more modern motors.

Handled Elsewhere

Street

#22049, 22050, 22051, 22052, 22055 Feedback (various) on Lotus Exige, Elise Classing

Please see the response to #22059

#22133 I'm selling my beloved s2k to go to CS.

Thank you for your input. Please see response to letter #21918 in the June Fastrack.

#22141 Please classify the Chevrolet Bolt

Thank you for your input. Please see the response to #21981 in the July Fastrack.

#22225 Reclass the RX8 from CS to DS

Please see the response to #22154.

Street Prepared

#22153 Keep the MSM in BSP

The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21103 Prepared Category Section 17.Q.1

Please refer to the 2017 June Fastrack regarding #18648

#21550, 21588, 21599, 21603, 21655, 21705, 21709, 21712, 21776, 21952, 21990, 22026 Feedback (various) on engine swaps for P classes (20239)

Thank you for your input. Please see the response in item #21543.

#21553 Turbo restrictor sizing and weight

Thank you for your input. Please see the response to #21544.

Tech Bulletins

Street

#22105 '18 WRX and '17 Civic Si classing

Per the SAC, please add the following listing to appendix A:

GS

Honda

Civic Si (2017)

The SAC will wait to class the 2018 WRX until it becomes available.

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | July 2017

The following decisions were made:

Member Advisory

GCR

1. #22354 (SCCA Staff) Notice of Counterfeit SFI Labels on Driver Restraints
Notice of Counterfeit SFI Labels on Driver Restraints Sold by Ruian Sanlian
View MA 17-04 at https://www.scca.com/pages/cars-and-rules.

No Action Required

GT1

1. #22204 (Jason Braun) What is the Outlook for GT-1?
Thank you for your letter. SCCA includes a variety of classes for competition. GT1 was never intended as a stepping stone class.

T2-T4

1. #22261 (Scotty White) Feedback on T3 Weight Adjustments
Thank you for your input.

T3

1. #22248 (David Mead) Feedback for Racing Memo 17-06 and the T3 Weight Adjustments
Thank you for your feedback. The CRB will continue to monitor the class.

Not Recommended

F

1. #22068 (SCCA Staff) Require Data Mounting Plates on All National Formula Car Classes
Thank you for your letter. The CRB does not recommend data mounting plates for all classes but may require mounting plates on individual classes as needed.

P2

1. #22424 (Formula/Sports Racing Committee) WDYT Diffusers in P2
After reviewing member response from letter #22175 WDYT, the CRB does not recommend removing diffusers from cars in the P2 class.

GCR

1. #22104 (Steve Pence) Championship Points In The Event of Cancellation
Thank you for your suggestion. The decision on how to handle event cancellations should be the responsibility of the host region and dealt with in their Supplemental Regulations.

GT3

1. #22091 (Michael Heintzman) Classify Mazda MZR 1.8L DOHC Engine
Thank you for your request. MAZDASPEED confirmed this engine was never in a US-based automobile and therefore does not conform to 9.1.2.B.4.

STL

1. #22152 (Tom Lamb) Change the STL Rear Wing Height Requirement

Thank you for your request. The CRB does not recommend this change. The rule is adequate as written.

2. #22195 (Alan Cross) Max Brake Rotor Diameter
Thank you for your feedback. The CRB does not recommend changing the brake rules in Super Touring at this time.

STU
1. #22350 (Eric Heinrich) 300 Pounds Off NA Cars Under 2.4 Liters
Thank you for your input.

T1
1. #22217 (John Buttermore) T1-LP Restrictor Removal for No Headers Prep Level
Thank you for your request. Competitors have a choice to use headers or not use them.

2. #22249 (John R Buttermore) Remove the Approval for Headers in T1 LP
Thank you for your letter. The rules are adequate as written.

3. #22308 (Marc Hoover) Allow Alternate Miata Front Fenders
Thank you for your letter. Your request is against class philosophy.

T3
1. #22174 (Budd Beaman) Spec Line Change Request for T-3 2011-14 V6 Ford Mustang
Thank you for your request. Data has shown this car to be competitive as classed. The CRB will continue to monitor T3.

2. #22245 (Ali Salih) Please Revert RM 17-06
Thank you for your feedback. The CRB will continue to monitor the class.

3. #22246 (Matt Slavens) Reconsider the Recent Weight Changes in T3
Thank you for your feedback. The CRB will continue to monitor the class.

4. #22247 (Adam Williams) Keep the Spec E46 Weight Closer to the Spec Weight: 2850 lbs.
Thank you for your feedback. The CRB will continue to monitor the class.

5. #22273 (Michael Sullivan) Restore Parity to T-3
Thank you for your feedback. The CRB will continue to monitor the class.

6. #22320 (David Mead) Allow Panhard Bar on 99-04 Mustang GT and Bullitt
Thank you for your request. The CRB does not recommend this change.

7. #22321 (David Mead) Disparity in T2 2011+ Mustang V6/Spec E46
Thank you for your feedback. The CRB will continue to monitor the class.

8. #22334 (Paul McNamara) Reduce the Weight for the Nissan 350Z
Thank you for your request. The CRB will continue to monitor the class.

T4
1. #22137 (Brian Husting) Reduce The T4 Acura RSX-S Weight (-100lbs.)

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

2. #22163 (Darren Seltzer) Unachievable Ride Height Limits
Thank you for your request. Adjusting the rule for a single car in any class is not good for the entire class. The rule is adequate as written.

3. #22180 (Dan Wiegandt) Remove Restrictor Plates for Acura and Honda Cars
Thank you for your letter. Recent changes have been made to T4. The CRB will continue to monitor the class.

4. #22181 (Dan Wiegandt) Increase Tire Sizes for Acura and Honda Cars
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

5. #22182 (Dan Wiegandt) Reduce Weight on Acura and Honda Cars
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

6. #22183 (Dan Wiegandt) Remove Scion/Subaru Multiple Advantages in T4
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

7. #22184 (Dan Wiegandt) Reduce Scion/Subaru Tire Size
Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

8. #22237 (Mark McCaughey) Reinstate Entry Level Showroom Stock C
Thank you for your letter. B-spec and T4 cars are considered entry level classes.

9. #22300 (Lothar Kremer) Mazda RX-8 Tire Size Change - Re-Submittal
Thank you for your letter. The CRB will continue to monitor the class.

Recommended Items for 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec

1. #22199 (B-Spec Committee) Camber
Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ *3.5* degrees negative chamber is allowed on front and rear suspensions.

GT2

1. #22270 (Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

STU
1. #21663 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents
Thank you for your request. Change 9.1.4.1.:

A. Chassis *and Bodywork*
1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (Charles Tobel) Update the Inlet Restrictor Chart
Thank you for your letter. Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor ~~2~~ *1* mm from this table.

Taken Care Of
P2
1. #22175 (Mike Bachman) Eliminate Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

2. #22259 (Armen Megregian) Feedback for Letter #22175: Eliminate Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

3. #22260 (Craig Farr) Feedback for #22175 - P2 Diffusers
Thank you for your letter. Please see the response to letter #22424.

4. #22264 (Jay Messenger) Support for P2 Diffuser Elimination
Thank you for your letter. Please see the response to letter #22424.

5. #22265 (Robert Kazen) Response to the Rear Diffuser WDYT
Thank you for your letter. Please see the response to letter #22424.

6. #22266 (Vaughan Scott) Keep Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

7. #22267 (Doug Piner) Reply to P2 Diffuser WDYT
Thank you for your letter. Please see the response to letter #22424.

8. #22268 (Robert Christensen) Feedback for the Diffuser WDYT
Thank you for your letter. Please see the response to letter #22424.

9. #22272 (Eric Wallgren) Removal of Diffusers From P2 Cars is Unneeded and Dangerous
Thank you for your letter. Please see the response to letter #22424.

10. #22274 (Stan Clayton) Response to Request for Input, Letter # 22175

Thank you for your letter. Please see the response to letter #22424.

11. #22276 (Stan Clayton) Clarification to my letter #22274
Thank you for your letter. Please see the response to letter #22424.

12. #22305 (Robert Fox) Remove Diffusers From P2
Thank you for your letter. Please see the response to letter #22424.

13. #22306 (Fred Michael) Do Not Remove Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

14. #22311 (DAVID O'LEARY) Not in Favor of Diffuser Elimination
Thank you for your letter. Please see the response to letter #22424.

15. #22312 (Sherman Chao) Response to #22175 - Not in Favor of Removing Diffusers
Thank you for your letter. Please see the response to letter #22424.

16. #22362 (Jake Thielmann) Opposed to Rear Diffuser Removal
Thank you for your letter. Please see the response to letter #22424.

17. #22374 (Tim Day, Jr.) Not in Favor of the Removal of Rear Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

18. #22375 (Tim Day, Jr.) Follow Up Attachment to Letter #22374
Thank you for your letter. Please see the response to letter #22424.

19. #22376 (Tim Day, Jr.) More Information for Recently Submitted Letter #22375
Thank you for your letter. Please see the response to letter #22424.

20. #22388 (Greg Gyann) Response to WDYT - P2 Diffusers
Thank you for your letter. Please see the response to letter #22424.

21. #22411 (Doug Geisler) Eliminating Diffuser proposal
Thank you for your letter. Please see the response to letter #22424.

GTL
1. #22122 (Joseph Besenti) Allow Newer Mini Engines in Older Mini Chassis
Thank you for your request. These engines are already classified in GTL for the older Mini body styles.

STU
1. #22062 (Anthony Philleo) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

2. #22063 (Michele Abbate) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

3. #22096 (Eric Thompson) Response - Hood Vents Are Long Overdue
Thank you for your feedback. Please see the response to letter #21663.

4. #22131 (Ian Barberi) Response to the Allowance of Hood Vents WDYT
Thank you for your feedback. Please see the response to letter #21663.

5. #22196 (Joe Dillard) Response to ST WDYT Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

T2
1. #22233 (Christopher Childs) Adjust the Restrictor Size for the C6 Corvette With An LS2 Engine
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

2. #22250 (John R Buttermore) Car of the Year in T2
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

3. #22319 (Rob Huffmaster) Competitive Issue in T2
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

4. #22323 (Ray Huffmaster) C6 LS2 Warning - Possible Parity Threat
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

5. #22325 (John Stracensky) The Corvette C6 / LS2 is a Potential
Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

T3
1. #22115 (Derek Kulach) Consider Small Spec E46 Adjustments
Thank you for your letter. Recent changes were adapted for T3. The CRB will continue to monitor the class.

T4
1. #22116 (Oscar Jackson) The MX-5 Needs a Weight Increase Similar to The RX8 and FR-S
Thank you for your letter. Recent changes were made for T4. The CRB will continue to monitor the class.

What Do You Think
None.

RESUMES
None.

ROAD RACING TECH BULLETIN

DATE: July 20, 2017
NUMBER: TB 17-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2017 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FE
1. #22419 (Formula/Sports Racing Committee) American Racer Gen 2 tire for FE
In 9.1.1.13, add an additional tire option as follows:

Dry
American Racer
Front: P/N: JE3C3, 22.0 X 8.0-13S
Rear: P/N: JE3MA, 22.5 X 10.0-13S
or
Front: P/N: JFEC3, 22.0 X 8.0-13S
Rear: P/N: JFEMA, 22.5 X 10.0-13S

P1
1. #22392 (Formula/Sports Racing Committee) Clean up P1 Engine Table for internal consistency
In P1 Engine Table, make the following changes:

On line A,
Restrictor: 32mm *TIR*
Notes: S~~TIR~~

On line B,
Restrictor: 32mm *SIR*
Notes: S~~SIR~~

On line I,
Restrictor: 34mm *SIR*
Notes: S~~SIR~~

On line M,
Notes: S~~NA~~

GCR
None.

Grand Touring
GT
1. #22359 (SCCA Staff) Clarify GT1 Intro and Add GT2-GTL Intro
Clarify the introduction of GT1 and GT2 as follows:

GT1
In 9.1.2.A-C, clarify by removing all references to GT2-GTL as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

A. PURPOSE
The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

B. INTENT
It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high-performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve
(12) month period, all such units being approved by the EPA and DOT for sale in the United States
~~S(Production Cars that have been reclassified into the GT Category need not meet minimum production~~
~~Squantities).~~

C. SPECIFICATIONS
The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation

Certificates for the make and model, or may inspect other cars of the same make and model.

~~S1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT1,~~
~~SGT2, GT3, and GTLite.~~
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS (GT-1), or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer
as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced,
with driver.
4. No permitted component/modification shall additionally perform a prohibited function.
5. Turbocharging/supercharging is not permitted.
6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless
otherwise noted, are as follows:
GT-1 70.0" F & R
~~SGT-2 64.0" F & R~~
~~SGT-3 / GT-Lite 60.0" F & R~~
GT2
In 9.1.2.F., add a new F.1-F.3 and renumber as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

F.1. PURPOSE
The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.
F.2. INTENT
It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:
1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve
(12) month period, all such units being approved by the EPA and DOT for sale in the United States
(Production Cars that have been reclassified into the GT Category need not meet minimum

production
quantities).

F.3. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT2, GT3, and GTLite.
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS, or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer
as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced,
with driver.
4. No permitted component/modification shall additionally perform a prohibited function.
5. Turbocharging/supercharging is not permitted.
6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless
otherwise noted, are as follows:

GT-2 64.0" F & R
GT-3 / GT-Lite 60.0" F & R

GTL

1. #22176 (Erik Madsen) Request to Classify Porsche Boxster(GTL) with Existing GTL Engine
In GTL, Classify the Porsche Boxster as follows:

Model: *Porsche Boxster*
Body Style: *2dr*
Driveline: *RWD*
Wheelbase: *96.5*

Improved Touring

ITS

1. #20627 (Chuck Baader) 92-95 BMW E36
In ITS, BMW 325i/is (2 & 4 Door) (92-95), add an unrestricted option as follows:
Restricted: 2850
Unrestricted: 3265

Production

None.

Spec Miata

None.

Super Touring
STU
1. #22229 (Brad McCall) Allow the Jackson Racing High Boost Pulley on FR-S / BRZ / 86
In STU, Table B, Subaru BRZ/Scion FRS/Toyota 86 (Jackson Racing S/C), change the weight as follows:
S~~2800~~S *2750*

Touring
T2
1. #22135 (Terry Eskind) Competition Equalization of Current Model Mustangs in T2
Effective 1/1/18 in T2, Ford Mustang GT 5.0L (2015-), change the tire size as follows:
Tires: S~~295~~S *275*

2. #22333 (Richard Kulach) Update the 370Z Model Years
In T2, update the Nissan 370Z model years as follows:
Nissan 370Z (09-S~~13~~S *17*) / 370Z NISMO Edition (09-S~~13~~S *17*)

T3
1. #22170 (david mead) Please Add Mustang GT/CS to 05-10 Mustang GT Spec Line
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the California Special model as follows:
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) *& Cal. Special*

2. #22326 (Lansing Stout) Update Nissan 350Z Spec Line for Rear Diff Cover
In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), due to lack of part availability, add an alternate rear differential cooler and associated parts to the notes as follows:
Rear diff cover Nismo part #99996-35TDK *or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A*.

3. #22347 (david mead) Please Add 06-15 MX5 to MX5 Cup Spec Line
Effective 11/1 in T3, classify the Mazda MX-5 NC (06-15) as follows:

T3	Bore x		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive			Notes:
Mazda MX-5 NC (06-15)	*87.4 x 83.1 2000*	*2330*	*17 x 7*	*245*	*3.82, 2.26, 1.64, 1.18, 1.00, 0.83 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.79*	*4.10*	*(F) 290 (R) 280*	*2400*	*Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted.*

T4

1. #22024 (Julian Macias) 2016 Honda Civic EX-T
Effective 11/1 in T4, classify the 2016-2017 Honda Civic EX-T as follows:

T4	Bore x		Max	Tire Size	Gear				Notes:
Honda Civic EX-T (16-17)	*1496*	*2700*	*17 x 7*	*235*	*3.64, 2.08, 1.36, 1.02, 0.83, 0.69*	*4.11*	*(F)*	*3050*	*HPD differential assembly, part # 41100-F23S-A610-M1, HPD Damper collar, part # 51602-F23S-A610-M1, HPD SPRING, FR 2.5" 550LB part # 51401-FC4Y-A610-M1, HPD ASSY, FR CAMBER ADJ part # 51920-F23S-A610, HPD OE DAMPER ADAPTER KIT part #51980-F23S-A600, HPD ASSY, SPRING ADJ RR part #52691-F23S-A610, 28MM TIR required*

2. #22126 (Eric Langer) Questions About the Toyota 86, Subaru BRZ, Scion FRS
In T4, Subaru BRZ (2017-), change the final drive ratio as follows:
S~~4.10~~S 4.30

3. #22330 (Breck neer) Add All 8th Generation Honda Accord Years to the Spec Line
In T4, Honda Accord LX-S/EX/EX-L (08-09), update the model years as follows:
(08-S~~09~~S *12*)

JUDGEMENT OF THE COURT OF APPEALS
Abhi Ghatak vs. SOM COA Ref. No. 17-13-NE
June 15, 2017

FACTS IN BRIEF
On April 29, 2017, following the Group 4 Majors Sprint Race for SRF/SRF3 at Summit Point Motorsports Park, Race Director Russell Gardner filed a Request For Action (RFA) to investigate contact between SRF #37, driven by Abhi Ghatak and SRF3 #17, driven by Scott Rettich. Also noted in the RFA was additional contact between Car #37 and Car #06, driven by Steven Thomas.

The Stewards of the Meeting (SOM), John Deonarine, Jim Harrison, Marc Gerstein, Gene Kern, Herb Sweeney, and Charles Dobbs, Jr., Chairman, met, reviewed the evidence, and determined that Mr. Ghatak had violated General Competition Rules (GCR) 6.11.1.A., B., and C. The SOM penalized Mr. Ghatak by moving him to last in class, removing his qualifying times, and placing him on probation for two (2) event weekends occurring after May 1, 2017. Mr. Ghatak incurred three (3) automatic penalty points as a result of the penalties assessed. He appealed the ruling of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Laurie Sheppard (Chairman) met June 8 and 15, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Abhi Ghatak, postmarked May 9, 2017 and received May 18, 2017.
2. Official Observers Report and related documents, received May 23, 2017.
3. Video evidence considered by the SOM, Received May 23, 2017.
4. Email and Memorandum from Charles Dobbs, Jr., received May 26, 2017.

FINDINGS
Mr. Ghatak provided a narrative account of the incidents and submitted two in-car videos. Video from Car #06 was obtained from Mr. Thomas and video from Car #99 was found on YouTube a few days after the race. The COA accepted these videos as new evidence, since Mr. Ghatak was not aware that both had been viewed and considered by the SOM. The COA also viewed video from Car #17 which had been provided to the SOM.

Mr. Ghatak expressed frustration that he was not informed of the witnesses and evidence presented against him in the SOM hearing. GCR 8.2. (Hearings and Judgements) states that “Each party or witness must be heard separately and privately.” That privacy extends to their identity as well as the verbal and written testimony they provide.

The three videos showed that while battling for the lead in the SRF class, Mr. Ghatak (SRF

#37) and Mr. Thomas (SRF #06) had side-to-side contact at the exit of Turn 1. Later, the two cars again had contact at the exit of Turn 3 and Car #06 spun off course. At that point in the race, the SRF3 leaders were approaching and preparing to lap the SRF leaders. Mr. Rettich (SRF3 #17) was the first car in the SRF3 pack. Car #17 caught up to Car #37 as they exited Turn 5. Car #17 followed Car #37 in Turn 6a and drew at least halfway up along the right side of Car #37 before the apex of Turn 6b. As Car #37 turned right toward the apex of Turn 6b, Car #17 attempted to back off, but Car #37's right rear contacted Car #17's left front causing damage. Car #37 spun to the left as a result of the contact and an uninvolved SRF3 went off course to avoid the spinning car.

GCR 6.11.1.B. requires that each competitor be aware of the location of other cars around him and allow their fellow drivers racing room, defined as "sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car ". When Car #17 drew alongside, Mr. Ghatak had an obligation to modify his line sufficiently to allow Car #17 racing room. In the video from Car #99 which Mr. Ghatak provided, Mr. Rettich can be seen judiciously applying the brakes and moving onto the berm in an attempt to avoid Car #37 as it moves to the right. GCR 6.11.1.A. states: "Drivers are responsible to avoid physical contact between cars on the race track." Mr. Rettich attempted to avoid contact by backing away, but Mr. Ghatak continued moving to the right and contacted Car #17 with his right rear. The COA does not believe Mr. Ghatak moved to the right in an attempt to impede Mr. Rettich as per GCR 6.11.1.C., but rather he expected to be overtaken after Turn 6b.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their purview as defined in GCR 7.2. (Range of Penalties). GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points…" and those points cannot be rescinded by the COA.

DECISION

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

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, July 11, 2017
The RallyCross Board (RXB) met via conference call on July 11th. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance was Arnie Coleman BOD liaison.

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

Chairman Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No Report.

3. **Committee reports:**
   - RallyCross Safety Committee (Regan)
     - Ø Updates: No incidents. The safety committee continues to work on a national safety training program.

   - Rules Committee (Lightfoot)

Updates: The 2018 rules suggestions will be posted on the www.rallycross.comforum for review by the RallyCross community in August.
The new 10th class rules will be finalized this month and will be sent to the SCCA Board of Directors for review and approval at the August BOD meeting.

   - RallySprint Committee (Brielmaier)
     - Ø Updates: Two events will be held soon including an event in Texas and an event in the New England region.

   - National Championship Committee (Macoubrie)
     - Ø Updates: The 2017 DirtFish SCCA RallyCross National Championship committee met on July 5, 2017. The committee discussed the schedule for the event. The committee has send the schedule to the national office for review. The committee sent the list of chief positons to the RXB for approval. The RXB approved the list of chief positions for the National Championship. The committee reviewed the site layout and is working with the national office to finalize the site layout for the event. The RXB discussed the opening day for registration. A notice will be posted soon on the opening day of registration.

   - Divisional Steward Liaison (Foley)
     - Ø DRXS meeting: No Report.

- Growth and Development Committee (Hamilton)
    - Ø Updates: No Report.

4. Old business:

5. New business:
   - 2017 DirtFish SCCA East Coast Review: 71 competitors participated at the East Coast Challenge. There were 12 runs across three days with close competition in several classes. There was a large group of competitors who had never been to a national level event which cause some confusion for the competitors. The RXB will look at how to improve communication of expectation to all the competitors.
   - The RXB was tasked with coming up with topics and presenters for the 2018 SCCA National Convention.

6. Motion to adjourn: 8:03pm CST

7. Next RXB Meeting August 1st, 2017.

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

The RoadRally Board met via conference call on June 22, 2017; meeting called to order at 7:50 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Jamie Mullin, National Office, Lee Hill, BOD liaison, and guest Pego Mack.

1. Approval of May minutes; stand as published.

2. RReNewsletter not published yet, Cheryl has been very busy, she will have one soon.

3. New Event Planning Calendar (Jeanne) -- coming soon.

4. Staff report – Jamie

For tonight's meeting (our first with Skype) she needs to know who is on the Skype app versus on phone; by the end of the meeting, Skype had dropped everyone (using Skype or on the phone) several times, some as many as five times; Rich said that this was not acceptable.

The new Incident Reporting forms are in the file cabinet on the SCCA website.

Rich said that the problem with the RRB mailing list was fixed now.

5. NEC report – Mike T. – Mike T presented the NEC proposal for changes to the class structure; Mike B asked why it listed specific models of rally computer, does the list need to be updated every year? Mike T answered that the definition says "or similar items". Rich said that Mike Young has an app for a simple driver display, what class would that be? Mike T said E. Jim asked what if a Class S competitor has a GPS odometer device? Mike T said L. Peter asked what about Halda Twinmaster/Tripmaster? Mike says S. Peter how is this any different than GPS? Mike B said it is not fair if some in S can correct odo and others can't; Jim and Rich agree. Jim said that the essence of S is stock, non-correctable odometer; there are a number of apps that use GPS, they can be corrected; there are apps with correctable odos, that can be reversed, that can read to hundredths and thousandths – these should all be class L. More advanced apps such as the Richta which gives a continuous readout, should probably be E. Rich said that GPS is not as accurate as a pulse-driven device. Mike T said if it uses a driver's display it's E, if it doesn't use a driver's display, it's L. Jim would put a simple rally computer (GPS app) in L. Mike T said the only app to go in E would be Michel Young's because it has a driver's display. Mike B talked to Class L people in his region about apps; they said "bring it on". Rich asked Mike T to make this part of the rules to be published for comment for 2018.

Peter – published to the RRB a two-page document with his review of his precheck of the USRRC. Peter and Mike T will work on generals. The rally is a destination rally. Trying to get Kevin Poirier to go up in August to do a precheck.

6. Rich reminds all that the rule change window ends June 30; he received a letter from Greg Lester with several suggestions. Peter had a suggestion about getting points all in one region; he will write it up and submit it.

7. Peter asked about RRB members for 2018; Rich is leaving, is he preparing someone to take over? Rich said that the RRB will need to add someone for next year, so there will be an odd number of people; if someone else decides to leave, then the RRB will need two new members.

8. Clyde is working on timelines for rallies; he asked if we are we looking to update the handbooks, or create new stand-alone timelines? Peter said that there should be a document for first-time rallies; also, if documents have different time lines, they should all be the same. Clyde agreed that all timelines should be consistent, but thinks there should be a stand-alone document. If anyone else has comments, send them to Clyde.

9. Under Old Business, Peter asked whether any progress had been made regarding getting Divisional Road Rally Stewards for those regions that don't have them (Northeast, Rocky Mountain, and Northern Pacific); for now, we need stand-ins. Rich will do Rocky Mountain, Peter is already doing Northeast..

10. Any New Business? Rich said that tonight was an unacceptable level of service for this call; too many bounces.

Motion to adjourn at 9:27 pm CDT
Next meeting via conference call, July 13, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

Sports Car Club of America
***RoadRally* Board Minutes**
July 13, 2017

The RoadRally Board met via conference call on July 13, 2017; meeting called to order at 8:23 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Jamie Mullin, National Office, and Earl Hurlbut, BOD liaison. We were supposed to use Skype for the meeting, but after 45 minutes of people not being able to call in/login, the meeting was switched to a backup phone conference service.

1. Approval of June minutes, stand as published.
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. July issue should be out shortly. Rich was late getting his column to Cheryl, and Cheryl has been busy working on the USRRC.
3. Event Planning Calendar (Jeanne) – most recent calendar has been reissued in color.
4. SCCA Staff Report (Jamie) –Why are phone call-ins not working? Best answer right now –wrong settings. Jamie and Michael Fitzgerald will do their best to have the Skype system working properly for our August meeting; this month's attendees may be contacted for their experiences this month.
5. NEC Report (Mike)
    a. Recent Nationals – already discussed
    b. Upcoming Nationals – this weekend Indy; LOL events, Labor Day weekend. are under control in various stages of measurement and precheck
    c. USRRC Update – generals received from Cheryl, Peter suggested deleting things that don't apply; Saturday and Sunday count as one divisional course rally, Friday is a regional rally (warm-up); Peter wrote a synopsis of rallies as part of generals, emphasizing that this USRRC is a destination event (see the beauty of Alaska)
6. Old Business
    a. At the end of July, a memo to all rally organizers will be sent out reminding them about control locations, speeds into controls, and certain aspects of pre-checks.
7. New Business
    a. Starter Kits (Clyde) – updated, if you have more suggestions let Clyde know
    b. Standard Rally School (Peter) – not ready yet
    c. 2017 Targa Southland (Peter) – agreed about expenses, meeting with Heyward Wagner tomorrow to go over things; rally date is August 12, it will be the same format as last year, followed by a 6 hr transit to Memphis
    d. 2018 Regional Development Funding proposal (Peter) – Howard Duncan said there is no budget for it, Peter asked when the budget deadline is for 2018. It was suggested that we ask our liaisons for help with this; Earl asked for an idea of what is needed/wanted.
    e. Veterans in Motorsports (Crittenden) – Sasha Lanz contacted Jim about a Vet Motorsports article in SportsCar, which mentioned that they had been given a grant from the SCCA Foundation; there are still more events in

Texas, and Sasha wondered if there was any interest in including road rally in this program? Jim will contact Howard Duncan about this.

f. Other items of new business – Stu Helfer accepted the position of Divisional Road Rally Steward for Northern Pacific.

g. 2018 Rule Change Proposals

Rich sent 5 separate emails to the RRB each containing a different proposal for RRRs changes which were received from various people by the June 30th deadline. Mike T sent the NEC proposals separately. Rich wants final RRB action on the changes to be October, so they can to go to the BOD for final approval by the end of the year. Emails 2 through 5 are being released for public comment, and are listed at the end of these minutes. Email 1 is not being released for public comment, but is listed below.

1. Email 1: Rich thinks this is a bad idea; Jim said that, if approved, it makes Divisionals just short Nationals. **Motion: Release for public comment.**
Rich/Mike B/Fail
2. Email 2: **Motion: Release for public comment. Rich/Peter/Pass** (there is also an NEC proposal for this)
3. Email 3: multi-item list:
    1 – **Motion: Release for public comment. Jim/Rich/Pass**
    2 – **Motion: Release for public comment. Rich/Jim/Pass**
    3 – Postpone until equipment discussion (NEC proposal) for final wording; no comments yet, please
    4 – The RRB recommends the following change to RRR.13.C.2:
    ~~In addition for night events,~~ it is recommended that each car have aboard … **Motion: Release for public comment. Rich/Clyde/Pass**
    5 – Already done, see March 2017 RRB minutes, no public comment needed
4. Email 4: (there is also an NEC proposal for this) **Motion: Release for public comment. Rich/Jim/Pass**
5. Email 5: there is confusion/ambiguous wording about how year-end scoring is done (there is also an NEC proposal for this). **Motion: Release for public comment. Jim/Rich/Pass**

h. Defer NEC proposals to next month. Rich will contact the people who submitted Emails 1 and 3.

i. If the Skype system is not working, we will again use an alternate call-in number.

Motion to adjourn at 9:52 pm CDT
Next meeting via conference call, August 10, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

<u>Email proposals for RRRs changes:</u>

1. I suggest the divisionals adhere to the complete RRR's (no public comments, please)

2. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position ***would*** be vacated. I propose that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would ***NOT*** be vacated.

3. Multi-part proposal:

1. Art 4.C - Remove 4 “equivalent” per 7 day restriction. Rationale: Rulebook simplification. With expanded (Divisional) minimums for course length and number of controls there is no danger of the previously-feared “10-rally weekend” occurring.

2. Art 8.B.4 and Art 8.D - Remove any requirement for a competitor to enter at least one National rally to establish eligibility for year end awards in a National Championship. Rationale: Elimination of unnecessary obstacle to participation in National Championship. Last year’s elimination of the “70 Point” rule was a good start.

3. Art 11.B - Remove restriction on direct input of GPS-derived mileage in timekeeping calculations in Limited class. Rationale: Allow for proliferation of new “tech” devices, which, because of limitations of GPS-based mileage estimates, are not currently competitive with dedicated rally computers in Equipped class. These devices should be competitive with skilled teams using wheel-sensor derived mileages and semi-automated hand calculations. (this one is being postponed until we get the NEC equipment proposals, so no comments, please)

4. Art 13.C.2 - Remove reference to night events. Rationale: Automobile accidents only occur after dark??

5. Art 13.C.4 - Delete any requirement for competitors to display SCCA logo sticker(s) (already done, no comments needed).

4. Article 16, paragraph C currently says:
No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions.

This wording could maybe use some more specific expansion. The following might be a bit wordy, but a suggested addition: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control. (there is also an NEC proposal for this)

5. Proposed clarification to Article 8 B) 4). The wording in yellow is to be added.

“contestant may count the best ten (10) of their first fourteen (14) equivalents entered in each series, with at least two (2) of those ten equivalents coming from a national event.” Bruce Gezon has indicated this is already how he is applying the rule, but he felt that clarification certainly wouldn’t hurt (adding ‘ten’ is his suggestion, ‘best ten’ is mine). At least a few people expressed that in their opinion if someone ran a national, but didn’t win, they qualify for a year-end award and could then earn 100 points from divisionals. (there is also an NEC proposal for this)

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED September 2017

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 in Kansas City, Missouri August 11-13, 2017.

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

Staff participating were: Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Senior Director of Finance; Eric Prill, Vice President and COO and Aimee Thoennes, Executive Assistant. Guests participating were: David Arken, CRB member and Jim Wheeler, CRB Chairman; Robey Clark, SCCA Enterprises President and Steve Oseth, SCCA Pro Racing General Manager.

The meeting was called to order by Vice Chairman Helman.

MOTION: To disband the planning committee and transfer responsibility and role to the STRAP committee and update the Operations Manual to reflect this change. Coleman/Burrows. PASSED.

MOTION: To accept the consent agenda as presented. Pulliam/Burrows. PASSED.

FINANCIAL REPORT

Pfannenstiel provided the financial report including June results; July results will be sent next week. A comprehensive forecast for the remainder of the year will begin the end of August.

Pfannenstiel reported on the status of the association management software upgrade. Staff met with business analysts for 3 days to review process and workflow to improve quality and efficiencies.

OPERATIONS REPORT

Prill reported on site visits for 2018 and 2019 Runoffs. Additionally, work is in full swing for the National Championship events with both the Solo Nationals and Runoffs experiencing high participation.

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MOTION: To approve the RXB 2017 Open Class Rules in Appendix A. Coleman Albin. PASSED.

MOTION: To permanently and immediately revoke the membership of Sammy Valafar (Member #217190). PASSED.

MOTION: To recognize the SCCA, Inc. shared services overhead cost allocation to the SCCA Foundation Inc. be treated as a donation effective 1/1/2018. PASSED.

MOTION: To suspend Tom Sloe's (Member #280767) SCCA competition privileges and ban his participation as a driver in any SCCA event permanently effective immediately. PASSED.

MOTION: To reinstate Mr. Tom Sloe's membership #280767 effective immediately. PASSED.

Jim Wheeler and David Arken presented a list of topics for discussion with the Board of Directors as well as a recommended rules package for approval.

MOTION: To approve CRB Rules as presented in Appendix B effective 1/1/2018 PASSED.

MOTION: To approve P2 Item #22206 in Appendix B effective upon publication PASSED.

MOTION: To adjourn. PASSED.

APPENDIX A: SCCA Rallycross Open Class – Proposed Rules

1.3 VEHICLE CLASSIFICATION

F. Open Category

Open Two Wheel Drive (O2) Open All Wheel Drive (O4)

Preparation allowances:

1. The Open Category is intended for four-wheeled vehicles altered in excess of the Modified Category allowances, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles.

2. Minimum track is 42 inches measured from the center of the wheels. Maximum height is 90% of the average track width measured at the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels.

3. Engines must be internal combustion, passenger car or light truck-based, and with no more than four (4) cylinders or two (2) rotors. Motorcycle, ATV, UTV and similar engines are not allowed.

4. Tube frame construction is allowed.

5. A roll cage meeting or exceeding the current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages (per Appendix I: 2007 Roll Cage Rules) or the current requirements of another sanctioning body approved by the SCCA is required.

6. All cars shall be equipped with a master switch easily accessible from outside the car. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits when turned to the “OFF” position. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. “OFF” position shall be clearly indicated at the master switch location. The master switch shall be securely fastened to the vehicle, however, drilling of holes in the roll cage to attach the mounting bracket is prohibited. The mounting location shall be one of the following:

- **a.** In proximity to the right-hand (passenger) side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member;
- **b.** In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned
- **c.** Below the center of the rear window or on a bracket welded, clamped or

bolted to the roll cage or dash, easily accessible through the open window.

7. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passenger. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure The following material requirements apply to scattershields/explosion-proof bell housings:

a) ⅛ inch (0.125”; 3.18mm) SAE 4130 alloy steel

b) ¼ inch (0.250”; 6.35mm) mild steel plate

c) ¼ inch (0.250”; 6.35mm) aluminum alloy

d) SFI or NHRA approved flexible shields

8. The driver’s seat shall be securely mounted to the structure of the vehicle and be installed per the manufacturer’s recommendations. A passenger seat is not required but must also be securely mounted if installed. Seats must be intended by their manufacturer for competition use.

9. A four (4)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs.

10. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire resistant clothing as listed in the current Club Racing GCR is highly recommended, including suits, gloves, socks, and shoes. An SFI or FIA-rated head-and-neck restraint device is recommended for each occupant.

11. Each wheel/tire must have a fender/mud flap assembly that covers ½ of the tire’s circumference. When viewed from above, the fender must cover the entire width and diameter of the tire. The fender/mud flap assembly must cover the width of the tire when viewed from behind and extend to the rear of the tire with the bottom edge of the assembly no more than 4 inches from the ground (measured on a level surface without the driver or passenger).

12. A metal roof skin of mild steel (minimum thickness 0.069”) or aluminum (minimum thickness: 0.100”) must cover the top of the roll cage between the front and rear main hoops. The roof skin shall be securely fastened to the roll cage. Drilling of holes in the roll cage to attach the roof skin is prohibited.

13. Metal firewalls and floor panels/belly pans are required to prevent the passage of flame and debris into the driver’s compartment. The entire driver’s compartment below the base of the windshield and side windows must be covered with metal panels. These panels may be mounted inside the roll cage and/or outside the roll cage. For vehicles with fluid lines routed inside the driver’s compartment, the belly pan/floor panels shall have drain holes to prevent the accumulation of fluids.

14. Exterior body panels of metal or other fire-resistant material must cover the top side of the chassis. When viewed from above (plan view) the area between the front of the chassis to the base of the windshield and the area between the roll cage main hoop to the rear of the chassis must be covered with body panels. Body panels must cover each side of the vehicle between the front roll bar hoop and the rear roll bar main hoop, excluding any side window areas, and such panels may also serve as driver's compartment panels in Section 13 above if made of metal. Additional body panels are allowed. Vents and openings may be added to body panels to accommodate engine cooling, air intake and exhaust. All body panels shall be securely fastened to the roll cage/chassis. Drilling of holes in the roll cage to attach body panels is prohibited. The engine cover shall be removable by hand or with basic hand tools without the use of a key (e.g. hood pins, latches, Dzus fasteners).

15. A front windshield is not required, however, if so equipped, the windshield must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windshields must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield is prohibited. If the vehicle is not equipped with a windshield, all occupants must wear full face helmets with face shields or goggles, gloves, and arm restraints.

16. Side windows made of automotive safety glass or polycarbonate/Lexan or window nets for the driver and passenger (if present) are required and must be securely mounted. A rear window is not required but if present, must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach side windows, window nets or rear windows is prohibited.

17. Driver and passenger (if present) must demonstrate they can egress from the vehicle in less than 10 seconds.

18. All other Modified category modifications are allowed.

19. If any conflict exists between the Club Racing GCR and the RallyCross®Rules, the RallyCross® Rules shall take precedence.

APPENDIX B: CLUB RACING Recommended Items for 2018

These rule changes will become effective 1/1/2018.

B-Spec
1. #22080 (July Fastrack - B-Spec Committee) B14 Bilstein Kit for All Cars
In B-Spec, add the following language to the Notes:

Ford Fiesta (4-dr) (11-12): *Allow Bilstein B14 suspension kit 47-167490.*
Honda Fit (09-12): *Allow Bilstein B14 suspension kit 47-165854.*
Honda Fit (2015-): *Allow Bilstein B14 suspension Kit 47-165854.*
Mazda2 (11-14): *Allow Bilstein B14 suspension kit 47-167490.*
Mini Cooper (07-10): *Allow Bilstein B14 suspension kit 47-139060.*
Mini Cooper (2011-): *Allow Bilstein B14 suspension kit 47-139060.*

2. #22086 (July Fastrack - B-Spec Committee) Allow Removal of the Front Sway Bar
In GCR section 9.1.10.E.36., add the following language to the last sentence:
Front sway bars may be disconnected or removed.

3. #22199 (August Fastrack - B-Spec Committee) Camber
Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ *3.5* degrees negative c~~h~~amber is allowed on front and rear suspensions.

GCR
2. #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag Rules

Change 6.1.1.B. YELLOW FLAG (Solid Yellow)
~~STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.~~

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

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

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

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

GT2
1. #22270 (August Fastrack - Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

IT
1. #20977 (May Fastrack - Lawrence Slivinski) Allowing Removal of Front Door Windows
Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065» aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

STU
1. #21663 (August Fastrack - Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents
Change 9.1.4.1.:

A. Chassis *and Bodywork*
1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (August Fastrack - Charles Tobel) Update the Inlet Restrictor Chart
Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor ~~2~~ *1* mm from this table.

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

Recommended for 2018:

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

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

T2
1. #21582 (May Fastrack - Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08)
In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (May Fastrack - William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE
Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

3. #21675 (May Fastrack - William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE
Add to the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5).

T3
1. #22046 (July Fastrack - Fante Meng) Allow BMW 135i DCT Automatic Transmission

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

Gear Ratios: *DCT only: 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*
Final Drive: *DCT only: 2.56*
Notes: *DCT transmission permitted with 30lb. penalty.*

T4
1. #22027 (July Fastrack - Derrick Ambrose) CorkSport Rear Camber Arm Allowance for the 2014 and Up Mazda 3
In T4, Mazda3 (14-16), add the following language to the Notes:

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

This rule change will become effective upon publication.

P2
1. #22206 (July Fastrack - Formula/Sports Racing Committee) ESR in P2
The CRB recommends the following changes to 9.1.8.H.:

7. Engine and Drivetrain

a. Engine
1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components,

including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

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

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

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

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

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

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

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

9. No modification to the crankshaft damp~~en~~er is allowed.

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

The following parts must be used:

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

12. Spark Plugs are open.

13. Fuel Injectors: Part # WM591929

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

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

16. Air Filter: Part # WM301020

17. Exhaust systems may be thermal coated or wrapped.

18. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
19. Where needed to meet sound limits, Enterprises muffler kit part # WM301046 *or #WM303017* is required. The muffler may not extend beyond the back of the ~~transmission.~~ *diffuser.* An additional muffler or *turndown* may be added to accompany the stock muffler as needed to meet sound requirements.

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

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

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

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

With the following exceptions:
a. All components must be ferrous metal, except for bearing retainers and bearing cages.

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

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

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

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

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

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

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

9. Shifter operated blipper kit #WM1159138 only, may be used.

8. Suspension

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

b. Front and rear springs are open.
c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, unless specifically authorized are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti roll bar sizes:
Front .875” OD ±.005”
Top Tee .750” x .135” wall, ±.005”
Top Tee Length: 7.5” maximum end to end
Rear lower stalk .615” Dia. ±.005”
Upper stalk .765” ±.005”
Arm length 5.470” shoulder to shoulder

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

Optional Rear Sway Bar: #WM1102025 Kit

11. Brakes
NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER
BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

a. Brake pads are open. *#WM801005 Pad shims may be used*

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450”.
Part # WM801002x Left, Part # WM801003x Right. Min width is .600”

c. Master cylinders must be the Girling type.
Front master cylinder is.700” piston diameter, Part # WM802005
Rear master cylinder is .750” piston diameter, Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WM1180002 is allowed

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

Front: 8 in. x 13 in. Part # WM 205001- OZ Black
Front: 8 in. x 13 in. Part # WM 205001B- OZ Silver
Rear: 10 in. x 13 in. Part # WM 205002- OZ Black
Rear: 10 in. x 13 in. Part # WM 205001B- OZ Silver

Optional Jongbloed wheels may be used
Front 8 in. x 13. Part #WM205016
Rear 10 in. x 13. Part #WM205017

SOLO EVENTS BOARD | July 26th

The Solo Events Board met by conference call July 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Doug Gill 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 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

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 Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#21022 Update to 12-month rule

The SEB is recommending the following proposed change to section 3.2:

"3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car ~~within the 12-month period following its~~ *at any time up to and including December of the calendar year following that of the* initial classification, without the approval of the Board of Directors. 'Initial classification' includes the addition of a new listing on an exclusion list."

Explanation: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

#21023 Timing Systems Requirements Update

The SEB is recommending the following proposed change to 7.2, to more accurately reflect how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championship:

"7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB."

#21024 National Appeals Committee

The SEB is recommending a minor change to the NAC composition rule, as follows:

"10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates.* Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters."

#21025 Protest Chief Duties

The SEB is recommending the following minor change to the Chief of Protest duties in section 5.10:

"5.10 CHIEF OF PROTEST

The duties of the Chief of Protest are to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties*, and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event."

Explanation: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be effected by the change. An example would be an announcement to those on the grid that a protest has been filed.

#21111 Docol R8 tubing (steel) for roll bars

Add after first sentence in Appendix C, subsection B.1:

"*Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130)*."

#21399 I.2.2

The following rule change proposal is recommended by the SEB:

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.*"

Member Advisories

Street

#22307 civic type R for DS

Due to its late availability, the SAC is continuing to evaluate the Civic Type R and is delaying official classification as we continue to evaluate the performance potential of the car, and is currently deciding between BS and DS. For Regional competition the SAC suggests classing the car provisionally in DS until the final classing decision is made after the 2017 Solo National Championships. The SAC encourages feedback on classing via letters and at the SAC Town Hall in Lincoln

Prepared

#22559 Committee Personnel

The SEB is anticipating vacancies on the PAC and is seeking members with CP, FP, or EP experience who are interested in serving on the committee. Interested members are invited to submit their qualifications via www.soloeventsboard.com

Change Proposals

Prepared

#21828 XP non-OE wing mounting

The PAC is requesting member feedback on cleaning up the wing mounting allowance for XP. The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work. The PAC proposes the following changes to the applicable wording.

Appendix A: 1.c. "Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*"

Other Items Reviewed

General

#21249 Standard Part Redefinition

Thank you for your input.

Street

#22236 Keep the existing octane rule

Thank you for your input on the octane rule change proposal.

#22313 General Parameters for determining Street Classes.

Thank you for your input. The SAC uses many evaluation tools beyond power/weight ratio to classify vehicles.

#22420 Letter against Proposal #20102

Thank you for your input on the proposed electronic shock rule changes. The SAC is continuing to evaluate this proposal.

Prepared

#21222 Regarding #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21295 17.2.G Bumpers

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21329 response to letter #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21452 Please correct the weight calculation example in

The PAC thanks the member for their input. The rulebook has been updated to show the corrected weight formula example.

Not Recommended

Event Operations

#22371 Inclement weather and event operations

Thank you for your input. The SEB does not believe this change is necessary.

#22372 Revising Run Order for National Tours and National Championships

Thank you for your input. The SEB does not believe this change is necessary.

Street

#22258 2018 Proposed classing of the Lotus Exige S260

Thank you for your input on the proposed Lotus classing changes.

#22294 6th gen camaro 1le and mustang gt350 to bs

Thank you for your input. The SAC will continue to monitor the competitive balance between BS and AS.

#22295 Issue with proposed rule change

Thank you for input regarding the proposed octane rating change. The SAC would like to remind competitors that we are basing the proposed octane ratings on the (R+M)/2 formula which is different from the quoted RON metric.

#22314 Fiat 500e eligibility

The SAC cannot class the Fiat 500e as it does not meet the rollover guidelines per 3.1.A and there is currently no SSF rating available for this model.

#22338 Camaro V6 1LE from BS to FS

Thank you for your input. The SAC will continue to monitor the balance between BS

and FS.

#22387 We think the 2017 BRZ & 86 should be classed in DS

Thank you for your input. The SAC will continue to monitor the performance balance between the newer and older “twins.”

#22394 Include 2017 NSX in SSR

Thank you for your input. The SAC will continue to monitor the performance balance in SSR but does not believe the NSX is an appropriate addition to the class.

#22395 Audi S4 (B8) to D-Street

Thank you for your input. The SAC believes the S4 is appropriately classed.

#22407 2017 Acura NSX Classing

Thank you for your input. The SAC believes the car is appropriately classed.

#22416 Re-class S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#22444 Move Porsche 991.1 and 991.1S to AS

Thank you for your input. The SAC believes the 991 base and S are appropriately classed at this time.

Prepared

#22240 Carbon fiber body panels in prepared

The PAC feels that carbon fiber body panels are within the current definition of Prepared. In many instances carbon fiber body panels are a similar price to fiberglass and OE replacement parts. The PAC also feels that non-structural composite body panels are within the scope of the home-based builder.

Street

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

Handled Elsewhere

General

#20248 Using a Turn-Down Elbow as a

Please see the related proposal in item #22455 in the August Fastrack.

Street

#22255 Please Class the 2017 Civic Si

Please see the response to #22105 in the August Fastrack.

#22341 Electronic shock proposal feedback

Please see the response to #22420 in the July Fastrack.

#22352 Electronic shock removal

See the response to item #22420 in the July Fastrack.

#22415 Re-class S2000 CR from AS to BS

See the response to item #22416.

Prepared

#21812 Wing mount clarification

Please see item #21828 for a related proposal.

Tech Bulletins

Street

#22243 SSF of Nissan Leaf

Per the SAC, add the following listing to Appendix A:

HS

Nissan

Leaf (2011-2017)

The SEB and SAC thank the member for supplying the government's documented SSF data for this model.

#22322 request to have Alfa Romeo Gulia Base and Quadrifolio classed

Per the SAC, add the following listings to Appendix A

AS

Alfa Romeo

Giulia Quadrifoglio (2017)

DS

Alfa Romeo

Giulia (incl TI) (NOC) (2017)

#22431 Clarify wheel +/- 1

Thank you for your input on clarifying the wheel diameter rule in the Street category.

Per the SAC, add to 13.4.B as shown:

Wheel (rim) diameter may be increased or decreased 1" from the standard part. *This change may be applied to the front, rear, or both axles.*

#22436 Change wording for HS Ford Focus

Thank you for your input.

Per the SAC, please clarify the following listing in Appendix A as shown:

HS

Ford

Focus *(except AWD and ST 2013-17)*

Modified

#22302 GCR rule reference change

The MAC recommends updating Appendix A - FM - A.9 as follows:

"The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork *D.9.C*, shall have an allowance from the GCR of ±1"(±25.4 mm)."

ROAD RACING BOARD

ROAD RACING BOARD MINUTES | August 1, 2017

The Club Racing Board met by teleconference on August 1, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Marcus Meredith, BoD liaisons; and John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

FA

1. #22228 (SCCA Staff) Single Seater Jacking Points: Important Safety Notice
The CRB, at the request of the FIA would like to make the following recommendation for all F4 cars.

Please see https://www.scca.com/pages/cars-and-rules

FC

1. #22484 (SCCA Staff) FC Zetec ECU Map
A reminder to all FC competitors that the Pectel T2 ECU Map for the Zetec engine is available on the SCCA website:

https://www.scca.com/pages/technical-forms-and-downloads

Only that map or the equivalent Performance Engineering PE-3 map will be considered as compliant for 2017 Majors and Runoffs events. The PE-3 map must be installed with Version 35 firmware.

Note: This memo was posted on www.scca.com on July 20, 2017. See MA 17-05.

GCR

1. #21698 (SCCA Staff) Look Into Fire Extinguishers/Lithium Batteries
Competitors using Lithium Ion batteries are advised to make sure that their on-board or hand held fire extinguisher system (as required) meet the chemical requirements to extinguish Lithium Ion fires. For example, water-based systems are not acceptable to extinguish Lithium Ion fires.

No Action Required

F500

1. #22384 (Jack Walbran) F500: Sense of Class on Competition Issues
Thank you for your letter. The CRB appreciates your input.

P1

1. #22177 (Jim Devenport) Requested P1 Dynamometer Information
Thank you for your letter. The CRB appreciates your response.

GCR

1. #22417 (Jason Stine) The Future of SCCA Racing
Thank you for your thoughtful suggestions on how to restructure all of our Club Racing classes, Your comments has been shared with the Board of Directors Planning Committee for consideration.

GT
1. #21868 (James Rogerson) Remove References to SCCA Pro and World Challenge
Thank you for your concern. The SCCA is looking into this.

GT2
1. #22113 (Steven Pounds) Supporting Information for Competition Adjustment Letter #21955
Thank you for your letter. The CRB believes this car is competitive as classed and will continue to monitor the performance of this car in GT2.

HP
1. #22134 (Joe Camilleri) Clarify Brake Rotors for 1588cc VWs in HP
The Production Advisory Committee is in the process of putting together complete brake specifications for the specification lines in the PCS (starting with HP).

Not Recommended

F500
1. #22377 (Jack Walbran) F500: Rotax 593 Sleeves
Thank you for your letter. The CRB does not recommend this at this time.

2. #22378 (Jack Walbran) F500: Require Engine Identification on Entry Forms
Thank you for your letter. The CRB does not recommend this.

3. #22379 (Jack Walbran) F500: Two Stroke Performance Baseline
Thank you for your letter. The CRB does not recommend this change.

4. #22382 (Jack Walbran) F500: Limiting Rear Spoilers
Thank you for your letter. The CRB does not recommend this change.

5. #22383 (Jack Walbran) F500: Reduce Motorcycle Engine Restrictors to 28mm
Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance of the different engines in the class.

6. #22397 (Cory McLeod) Support for TEMPORARY Division of F500 Into 2 Classes
Thank you for your letter. The CRB does not recommend this change.

7. #22402 (Jim Murphy) Change Weight Not Restrictors
Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance in the class.

GCR
1. #22044 (Brad McCall) Follow-Up to Letters #20767 and #21165 - Allow E85 Fuel
Thank you for your request. The CRB does not recommend this change.

GT1
1. #22335 (Alexander Marmureanu) Classify the Porsche 997 GT3R
Thank you for your request. This car does not fit the profile for a GT1 car; however, it can run in SPO.

GT2
1. #22391 (Scott Graf) Classify the Factory Five Daytona Coupe
Thank you for your request. The SCCA does not classify non-production cars in GT racing.

GT3
1. #22132 (Michael Heintzman) Chassis, Bodywork, and Engine Location
Thank you for your letter. If a competitor is changing body styles on a chassis, then the chassis must meet all specifications related to GTL, including engine set back. (9.1.2.F.4.e.13)

GTL
1. #22441 (Tim Linerud) 15 Inch Wheels
Thank you for your letter. The CRB has found numerous sources for 13” wheels. Additionally, most brake packages are custom or semi-custom using a wheel of any size.

FP
1. #22160 (Joe Huffaker) Lotus 7 Competition Adjustment Request
The available competition data does not support the requested adjustment. The CRB will continue to monitor the performance of this car.

2. #22386 (Larry Svaton) Allow 15x7 Wheel Size and Approve Fenders
Based on the weight of this car, the wheel size specified is appropriate and the size specified is the default size based on the dimensions of the stock wheels that were available on this car. The proposed alternate fender would change the coefficient of drag for this car and is thus a performance advantage, which is not warranted by the available competition data.

HP
1. #22164 (Bobby Beyer) Allow Gen 1 Intake on Gen 2 1NZ Engine
Thank you for your letter. The substitution of engine parts, including intake manifolds, between different cars in not in accord with class philosophy. However, it is believed an adapter would allow the use of the desired type of throttle body and the writer is requested to explore and submit a letter for this alternative.

2. #22299 (Jack Banha) Add Valve Lift Note to the Volkswagen Rabbit 1588 Specification Line
Thank you for your letter. Only the first generation of limited preparation cars classed in EP use this cam lift measurement standard. To expand this rule to all the other limited preparation cars classed in Production could result in a massive expenditure of funds by competitors buying new cams that take advantage of the change without any improvement in parity in each of the Production classes.

SM
1. #21738 (John Bauer) Clarify the Use of Mazda Competition Bushings
The only bushings that are compliant are the OEM bushings.

ST

1. #22369 (Eric Thompson) A Wheel Width Increase is Needed
Thank you for your request. The CRB does not recommend changing wheel size. Wheel size maximums have been part of the balance of performance in this class since its inception.

STU

1. #22357 (Eric Heinrich) Adjust FWD Weight Adjuster for 2018
Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of STU cars.

2. #22367 (Alan Gould) Allow Alternate Intake Manifolds for the MX5
Thank you for your request. Alternative intakes are not permitted in Super Touring. The CRB suggests the competitor build the car to World Challenge spec VTS with intake part #s LF9G-13-130B and LFE2-13-100.

3. #22501 (Frank Capobianco) Allow 9 Inch Wheels
Thank you for your letter. The CRB does not recommend changing the wheel size in Super Touring. Stable, consistent rules such as maximum wheel size, maximum tire size, and maximum brake rotor diameter are used for balance of performance across the class.

T1

1. #22468 (Chris Edens) Allow Complete Fender Replacement of Alternate Material
Thank you for your letter. This is outside of class philosophy. The rule is adequate as written.

T2

1. #22442 (Kurt Rezzetano) 2015-Current Mustang GT Brake Problems
Thank you for your letter. This car is classed appropriately.

T2-T4

1. #22385 (Darren Seltzer) Follow Industry Standard Tire Size and Wheel Width Guidelines
Thank you for your letter. Competitors can run wheels or tires under the specified maximum size to achieve safe combinations from various manufacturers.

2. #22409 (Darren Seltzer) Require 93 Octane For Lower Touring Classes
Thank you for your letter. Fuel rules changes are not recommended at this time.

3. #22459 (Harley Kaplan) Remove Camber Rule
Thank you for your letter. The rule is adequate as written. The CRB recommends getting a voluntary inspection before the race to confirm your car is within the specification. The CRB is not in favor of opening up the camber rules.

T3

1. #22418 (Eric Ronning) 2011-2014 V-6 Mustang Restriction Change Request
Thank you for your letter. The CRB will continue to monitor T3.

2. #22446 (David Cook) Re-Classify the Global MX-5 Cup Car to T4
Thank you for your letter. The CRB believes this car is not appropriate for T4. T4 remains the last entry-level class.

3. #22448 (David Mead) Re-Consider the T3 MX5 Classification in August 2017 Fastrack
Thank you for your letter. The car is classed appropriately. Please bring the car to the track.

T4

1. #22398 (Dave Wheeler) Allow SM To Compete In T4
Thank you for your letter. Spec Miata rules are outside T4 class philosophy.

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.

AS

1. #21799 (American Sedan Committee) Tires for American Sedan

The ASAC recommends the following addition to the tire rule for American Sedan.

Add 9.1.6.D.6.b.4: 4. Beginning 1/1/2018 for all American Sedan cars competing in regional and divisional races and beginning after the second 2018 Majors race in each Conference, all American Sedan cars must compete with one of the DOT tires listed below:

BFGoodrich R1
Hancook Ventus Z214 C51/Medium
Hoosier R (7 or 6)
Kumho Ecsta V700
Nitto NT101
Toyo R888
Toyo Proxes RA1
Toyo Proxes RR
Yokohama A048

Rain tires must continue to have a DOT rating, but, are otherwise unaffected by this rule, except that, softer compound dry tires, such as (but not limited to), BFGoodrich R1-S and Hoosier A (all versions), are not permitted for use as rain tires.

The ASAC and CRB thank the following authors for their feedback on this idea:

Brian Himes (21900 and 22123), Dean Bailey (21922), Mark Wheaton (21936), Matt Regan (21958), Matt Chojnacki (21959), Daniel Licklider (21961), Stephen Ott (21962), Allison Palitz (22002), Jim Wheeler (22018), Jack Martin (22034), Daniel Richardson (22095), Drew Cattell (22098), John Barnett (22149), Ted Warning (22168), Ted Johnson (22252)

F500

1. #22380 (Jack Walbran) F500:Further Limiting Rub Strips

Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR
1. #21577 (Greg Amy) FIA Window Nets
Thank you for your letter. Change 9.3.53:

9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1.,Label" to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holesin the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

2. #21682 (Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier
Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

SM
1. #22480 (Spec Miata Committee) Clarify/Update Differential Repair Rule
Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4
1. #22469 (Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza
Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:

~~17 x 7~~ *18 x 7*

Taken Care Of

F500

1. #19939 (Jay Novak) Proposed Rule Change to F500
Thank you for your letter. Please see the response to letter #22380.

2. #21997 (Wiley McMahan) Performance Between the MC Motor and Two Stroke Motor
Thank you for your letter. Please see the response to letter #22383.

3. #22396 (Cory McLeod) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.

4. #22401 (Chuck McAbee) Split F500 and F600 Into Two Classes
Thank you for your letter. Please see the response to letter #22397.

5. #22412 (Barry Luterek) Motorcycle Engine Power
Thank you for your letter. Please see the response to letter #22383.

6. #22425 (Darrel Greening) Support for Letter #22383 Restrictor for MC Engines
Thank you for your letter. Please see the response to letter #22383.

7. #22428 (Tom Buckman) F500 Ad Hoc Committee Proposals
Thank you for your letter. Please see the response to letters #22383 and #22397.

8. #22439 (Jay Beckley) Committee Recommendation on F600 vs. F500
Thank you for your letter. Please see the response to letter #22397.

9. #22515 (F Russell Strate Jr.) Consideration of F-500 Proposals
Thank you for your letter. Please see the response to letters #22383 and 22397.

10. #22518 (H. Cory McLeod) Support for Letter #22382: Limit Rear Spoilers in F500
Thank you for your letter. Please see the response to letter #22382.

11. #22519 (Jay Beckley) Northeast Conference Champion Declines Runoffs Attendance
Thank you for your letter. Please see the response to letter #22397.

12. #22530 (James Weida) Letter in Support of Letter #22383
Thank you for your letter. Please see the response to letter #22383.

13. #22533 (Darrel Greening) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.

P2

1. #22390 (John Gyann) P1 and P2: Maintain a Separation in Performance
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.

2. #22438 (Michael Reupert) Rear Diffuser
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.

GCR
1. #22060 (Brad McCall) Follow-Up With More Info For Letter #22044 E85 Fuel
Thank you for your letter. Please see the response to letter #22044.

2. #22364 (Peter Watson) Feedback and a Comment on Letter #20619
Thank you for your letter. Please see the response to letter #20619, July 2017 Fastrack Minutes.

STU
1. #22389 (Brad McCall) Safety Issue - Allow 9 Inch Wheels
Thank you for your letter. Please see the response to letter #22369.

<u>What Do You Think</u>
GCR
1. #22432 (Lansing Stout) Balance of Performance Adjustments During Season
The CRB would like the opinion of Club members regarding balance of performance adjustments during the season. Please respond by stating your preference for option A or option B.

Option A:
More frequent, but less significant member and data-driven adjustments during the season after post-Runoffs adjustments. This is the current formula.

Benefits: Decreased risk of sustained imbalance. Greater use of member input and mid-season data.

Risks: Greater variability. Increased perception of “meddling” with classes.

Option B:
With the exception of new classifications, few, if any, adjustments during the season. Significant post-Runoffs adjustments made.

Benefits: Potential for class growth through greater stability.

Risks: Sustained, significant imbalance through the season. Increased potential for losing competitors for an entire season if they feel uncompetitive. Increased difficulty in addressing member’s letters during season as changes would not apply until following season.

RESUMES
None.

CLUB RACING TECH BULLETIN

DATE: August 20, 2017
NUMBER: TB 17-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/2017 unless otherwise noted.

American Sedan
None.

B-Spec
1. #22198 (B-Spec Committee) Model years
In B-Spec, Chevrolet Sonic (2012), update the model years as follows:
Chevrolet Sonic S~~(2012)~~S *(12-16)*

In B-Spec, Mazda2 (11-14), update the model years as follows:
Mazda 2 (S~~11~~S *10*-14)

Formula/Sports Racing
None.

GCR
1. #22332 (Todd Butler) Appearance Neat and Clean for Competition
In GCR section 9.3.6, clarify as follows:

"Specifically, cars that are dirty either externally or in the engine or passenger compartments, or that show *substantial* bodywork damage, structural or surface rust, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition."

2. #22458 (Lansing Stout) E/O 9.3.8 - Batteries in T1
In GCR section 9.3.8., correct the first sentence regarding battery location for T2-T4 as follows:

"Battery location is unrestricted within the bodywork (except Spec Miata, Touring *2-4*, B-Spec, and Improved Touring)."

Grand Touring
GT1
1. #22443 (SCCA Staff) Clarify Porsche 991 GT3 Cup
In GT1, Porsche 991 GT3 Cup, clarify the spec line as follows:
Porsche 991*.1* GT3 Cup

GT2
1. #22373 (Zane Dexter) Ginetta G55 GT4 Classification

In GT2/ST, Ginetta G55, replace the notes as follows:
"*Must comply with FIA-GT4 specs.*"

GTL
1. #22494 (Grand Touring Committee) clarrification to letter #22176
In GTL, Porsche Boxster, add to the notes as follows:
"*May utilize any engine listed in GTL VW engine spec line.*"

Improved Touring
None.

Production
1. #22410 (Andrew Zabilla) Correct the BMW e46 325is Classification
In EP, BMW 325i/is (E46) (01-06), correct the model designation as follows:
BMW S~~325i/is~~S *325i/ci* (E46) (01-06)

2. #22146 (Adam Sargis) Allow Hybrid 1500 Spitfire in HP
Add to the secification line for the Triumph spitfire Mk. III and IV the following. In the weight column list two weights- 1705 for the 1296 cc displacement engine and 1750 for the 1493 cc displacement engine. in the bore x stroke column add 2.90 x
3.44. In the displacement column add 1493 .

3. #22426 (Greg Amy) Clarification of H Prod VW Brakes

In HP, Golf(85-92), Jetta 1780, Rabbit Cabriolet 1780, Rabbit GTI 1780 and Scirocco 1780, correct the dimensions for "Brakes Std." as follows:
(F) 9.41" x .787" vented disc
(R) 7.087" drum

In HP, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588 and Scirocco 1715, correct the dimensions for "Brakes Std." as follows:
(F) 9.41"x.472" solid disc
(R) 7.087" drum

In HP, Rabbit Cabriolet 1780, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588, Scirocco 1715 and Scirocco 1780, correct the notes as follows:
"S~~Mk2 VW front spindles are permitted.~~S *Mk2 VW front spindles, hubs and bearings are permitted.*"

Spec Miata
None.

Super Touring
None.

Touring
T3
1. #22454 (Todd Lamb) Error in spec lines for Spec Boxster tire size
In T3, Spec Boxster, make the following changes to the model designation and notes:

Model: *Porsche* Spec Boxster

Effective 1/1/2018:
Notes: “Tires must meet 2016 SPB rules or any S~~225~~S *255* DOT tire permitted.”

JUDGEMENT OF THE COURT OF APPEALS
Mark Liller vs. SOM COA Ref. No. 17-14-NE
July 27, 2017

FACTS IN BRIEF
On June 25, 2017, following the Group 5a Hoosier Super Tour Race at Watkins Glen International, David Brand (#03 STU) filed a Protest charging Mark Liller (#79 STU) with violating General Competition Rules (GCR) 6.11.1.

The Stewards of the Meeting (SOM), Barry Kaplan, Roy Bergman, Marc Gerstein, and Kathy Barnes, Chairman, met, reviewed the evidence, and determined that Mr. Liller had violated GCR 6.11.1.D. The SOM penalized Mr. Liller by moving his finishing position to be immediately behind Mr. Brand. Mr. Liller appealed the ruling of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Gerry Wannarka, and Spencer Gorham (Chairman) met July 20 and 27, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Mark Liller, received July 5, 2017.
2. Official Observers Report and related documents, received July 7, 2017.
3. Video evidence considered by the SOM, received July 13, 2017.
4. Email and Memorandum from Kathy Barnes, received July 12, 2017.
5. Email and video link from David Brand, received July 18, 2017.

FINDINGS
Mr. Liller provided a narrative account of the incident and submitted links to two YouTube videos. One link was for the WGI turn one camera and the other was for an excerpt from Mr. Liller's in-car camera. The COA also viewed full race videos from Mr. Liller's car (#79) and John Weisberg's car (#15 STU) which had been provided to the SOM.

The videos showed that at the start of the race, approaching turn 1, Car #03 passed Car #15, Mr. Weisberg, on the left. Car #79 then passed Car #15 on the right. As a result, Car #03 was approaching turn 1 from the left side of the track with Car #79 on the extreme right side. Car #03 aimed for the corner apex taking the normal fast line through the corner. Car #79 was braking into the corner from the right side of the track along the curbing and within the expected blind spot of Car #03. Car #79 contacted Car #03 at the apex of the corner. Car #03 was slightly ahead of Car #79 at the moment of contact and the right rear tire of Car #03 imprinted the driver's door of Car #79. Car #03 was forced into a spin off the track while Car #79 continued. Car #03 reentered the track after the field had passed.

The COA finds that the overtaking car, Car #79, had principal responsibility to complete a safe pass without contact. The driver of Car #79 should have acknowledged that Car #03 was traveling on the classic fast line through the turn and the cars would reach the turn apex at the same time. The driver of Car #79 made a choice that resulted in a collision. He violated GCR 6.11.1.D.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalty assessed by the SOM was within their purview as defined in GCR 7.2. (Range of Penalties).

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Kyle Disque vs. SOM COA Ref. No. 17-15-GL
August 08, 2017

FACTS IN BRIEF

On June 4, 2017, following the Group 5 Majors Sprint Race at Mid-Ohio Sports Car Course, Race Director Steve Pence filed a Request For Action (RFA) to investigate contact among STL #92, driven by Kyle Disque, EP #77, driven by Jason Albright, and BSpec #02, driven by Ted Sahley. The contact occurred near Station 8.

The Stewards of the Meeting (SOM), Debbie Lafond, Anne Burke, and Peter Esposito, Chairman, met, reviewed the evidence, and determined that the evidence was not conclusive as to fault. They did, however, note that immediately after the contact between Car #02 and Car #77, Mr. Albright raised his arm outside the vehicle in an unsportsmanlike gesture of displeasure. The SOM assessed a penalty of Reprimand and one (1) automatic penalty point against Mr. Albright. Mr. Disque appealed the ruling of the SOM as too lenient.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard (Chairman) met July 27 and August 3, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kyle Disque, received July 10, 2017.
2. Official Observers Report and related documents, received July 12, 2017.
3. Video evidence considered by the SOM, received July 12, 2017.
4. Email and Memorandum from Peter Esposito, received July 18, 2017.
5. Additional information and video link from Kyle Disque, received July 26, 2017.
6. Additional video evidence from Car #92, received August 1, 2017.

FINDINGS

Mr. Disque provided a narrative account and his analysis of the incidents in his appeal, which also included links to two in-car videos. Video from GTL #46, driven by Ryan Kristoff was posted on YouTube after the event and video from BSpec #02 was posted publicly on Facebook. The COA accepted these videos as new evidence, since Mr. Disque was not certain what video had been viewed and considered by the SOM. Mr. Disque later provided a link to a YouTube video from FP #52, driven by Mason Workman. The SOM Chairman provided two micro SD cards from Mr. Disque's in-car cameras that could not be viewed by the SOM. Video from the forward facing camera was recovered and made available for viewing by the COA.

Mr. Disque suggested the incident between Car #02 and Car #77 be considered separately from the incident between Car #02 and Car #92. The COA agrees that the contact between Car #02 and Car #92 was unavoidable based on the position of Car #92 when Car #02 was pushed to the left by the contact with Car #77.

Mr. Disque alleges that Mr. Albright (Car #77) was responsible for the incident between Car #77 and Car #02 and had violated GCR 6.11.1.A. and GCR 6.11.1.D. The COA reviewed witness statements and viewed video from four different perspectives. Leaving the Esses and

under the pedestrian walk-over bridge, Car #77 was ahead of Car #92 as they approached and prepared to lap Car #02. Prior to the right hand turn leading to Thunder Valley, Car #77 moved to the right to pass Car #02. Simultaneously, Car #92 stayed left to make an outside pass on Car #02. Prior to the apex of the turn, Car #77 and Car #02 had side to side contact. At the moment of impact, Car #77 was slightly ahead of Car #02 and positioned at the extreme right side of the paved surface. The impact caused both Car #02 and Car #77 to fail to turn right and stay to the inside of the turn. Car #02 impacted Car #92 as Car #92 was following the curve of the track to the right. The COA agrees with the SOM that this was a racing incident that might not have occurred if any or all of the drivers involved had chosen a different action approaching this corner.

Regarding the unsportsman-like conduct by Mr. Albright, the COA finds that gesturing in a rude or threatening manner is indicative of a loss of personal control and is a breach of the rules. Such action is not acceptable on or off track and the SOM court was correct to reprimand Mr. Albright. Mr. Disque suggests that Mr. Albright planned the gesture before the incident, was driving distracted, and recklessly drove one-handed through the incident. It cannot be shown at what point in the incident Mr. Albright removed his left hand from the steering wheel but it is clear that his hand was outside his car soon after the contact. The COA will not increase the penalty already assessed but reminds Mr. Albright that he must maintain control of his car and his emotions at all times.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their purview as defined in GCR 7.2. (Range of Penalties).

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

Agenda for RallyCross Board Meeting, Tuesday, Aug 1, 2017
The RallyCross Board (RXB) met via conference call on Aug 1st. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance Jim Weidenbaum, Arnie Coleman, 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 7:08pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): Dirtfish is happy with the coverage the raffle is getting. The forums have not had much activity recently. Activity is expected to grow with the National Championship getting closer.

3. **Committee reports:**
   - RallyCross Safety Committee (Regan)
     - Updates: No Report.
   - Rules Committee (Lightfoot)
     - Updates: Rules will be posted next week for review. A questions was raised about the use of the new hardtop released by Mazda for the Miata. The committee will review the new hardtop to determine if it is compliant with the current rules.
   - RallySprint Committee (Brielmaier)
     - Updates: A RallySprint is being consider in Oklahoma in the near future.
   - National Championship Committee (Macoubrie)
     - Updates: The 2017 SCCA RallyCross National Championship will be held Oct 20-21. Registration is now open. The committee meets tomorrow August 2nd. Class Inspection is planned to be in grid. Mark Macoubrie will check on the site and see if any prep work is needed for the National Championship. New this year –early registration for championship of the past 5 years instead of all past champions. A writer will be going to the National Championship to cover the event. Committee will push out information as it becomes available.
   - Divisional Steward Liaison (Foley)
     - DRXS meeting: The last DRXs meeting was held July 27th, 2017. Five people were in attendance. The IC was invited but was not able to make it to the meeting. Safety Steward license approval for RallySprint and RallyTrials was discussed. The question was asked if there is any way to get training via teleconference. Scott

Beliveau is working on setting up a webinar for RallyTrials and RallySprint safety training. The Stewards also asked about the new President and if he may be able to come to the RXNC. The President has been invited. There will also be a new region to the Southeast. Puerto Rico will be having an event. National Office has a person in Puerto Rico setting up a RallyCross Camp. The event will be bringing in national staff and RX folks to help with a Starting Line School type event.

- Growth and Development Committee (Hamilton)
  - Updates: Committee has been corresponding by email.

4. **Old business:**
   - Convention (Hyatt): The RXB will meet Wed all day and Thursday similar to 2017. There will be four sessions on RallyCross at the National Convention including organizing and running RallySprints and RallyTrials, new classes being added to RX, growing and development of an RX program and RX, RS and RT Safety.

5. **New business:**
   - West Coast Challenge Recap (Macoubrie). 77 entries, 11 runs. There were some really close battles during the event. Dirtfish was an excellent host. Most competitors at any national challenge to date.
   - Run order with two car drivers: Based on observations made at the national challenges Mark Macoubrie made a motion to create a proposal on a change to the current two driver rules, including working with the RXNC to develop the language, presenting it to the RXB for review and then providing it to the membership for feedback and potential incorporation at the National Championship for 2017. The change would be for Saturday only. Kito Brielmaier Seconded the motion: Motion was accepted 5-1-1 Macoubrie, Brielmaier, Lightfoot, Hamilton and Foley voted for. Hyatt voted against. Regan not present.
   - The next RXB meeting will be Sept 5th, 2017.

6. **Motion to adjourn: 8:24pm CST**

7. **Next RXB Meeting September 5th, 2017.**

Sports Car Club of America
***RoadRally* Board Minutes**
August 10, 2017

The RoadRally Board met via conference call on August 10, 2017; meeting called to order at 7:35 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, secretary Jeanne English, Mike Thompson, NEC chairman, Jamie Mullin, National Office, and Earl Hurlbut, BOD liaison. Not present: Clyde Heckler.

1. Approval of July minutes. – stand as published
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. July/August issue published yesterday. Another great diverse issue with articles from Jamie, Mike, Clyde and Cheryl; Rich's wife enjoyed his picture
3. Event Planning Calendar (Jeanne) – coming soon
4. SCCA Staff Report (Jamie)
    a. Heyward Wagner, USRRC Coverage – thank you, Heyward, for the additional coverage on the SCCA website
    b. Road Rally Board Charter – Earl said the BOD wants to get more information on all specialties; the road rally information was sent to the RRB; Mike T and at least one other person sent versions to Earl; Earl wants more discussion on this
    c. Sanction applications – Event Chairs should expect sanction/insurance documents within 7 days of submission for Regionals/Divisionals and should contact Deena Rowland and Jamie Mullin if these documents are not received within a week Jim suggested having Topeka send an email when a sanction is approved with the sanction number; and verify insurance certificates are sent.
    d. SCCA Conference Calling system update – Mike Fitzgerald (IT) is not available for tonight's call, so back to phone conference for tonight; we'll try Skype next month
    e. 2018 SCCA Convention Speakers – Jeff Luckritz contacted Rich for Convention speakers; Peter will do 'Rally as a Social Activity' as a replace to 'Introduction to Rallying' with was done previous years; Jeanne will do Road Rally Safety Steward Training, including the new test; there will be a Town Hall Meeting; there will also be a private RRB meeting, likely on Sunday as was done last year; Heyward asked for a three-sentence introduction for the Road Rally Chairman
5. NEC Report – Mike T – NEC meeting postponed this month
    a. Recent Nationals - Indy
    b. Upcoming Nationals – Oktoberrally and Badger Trails prechecks are being done
6. Old Business
    a. Veterans in Motorsports - Jim – has been unable to get further information

about this program, no response to his emails, he will continue trying

7. New Business
    a. Starter Kits - Clyde, unable to join this evening
    b. Standard Rally School (Peter) – nothing this month
    c. Roll out of Road Rally Safety Steward Process – Peter - see d and e
    d. Combined email list of Road Rally Safety Stewards, RRSS Instructors, and Divisional Road Rally Stewards – 490 names, Peter hopes to use this for roll-out of the revised RRSS program (only missing three email addresses).
    e. Communications Plan – part of d above
    f. 2018 Regional Development Funding proposal – Rich received a response from Howard Duncan that he was not necessarily opposed to it, but that he will need to get his ducks in a row for either asking the BOD for more funding or explaining why the annual budget at the end of 2017 looks to be in the hole by some amount; Peter suggested asking the Board of Directors directly.
    g. Other items of new business – the second Targa event is this weekend; Peter reported that there are 53 cars entered for the rally; Mark Johnson is doing the Safety Steward precheck; the rally is 1½ hours long, no dirt roads, the format is questions and Monte Carlo, as was done at the last one
    h. Rich did a Targa-similar event at Heartland Park recently
    i. 2018 Rule Change Proposals

        Rich sent an email with proposed changes; Mike sent a list of the changes from the NEC; a discussion was held regarding the changes; Rich has made a combined list with the NEC changes; the list will be published with these minutes in Fastrack, for public comment. See 2018 RRR Proposed Changes below.

Motion to adjourn at 9:04 pm CDT
Next meeting via Skype (or conference call), September 14, 2017
Respectfully submitted,
Jeanne English, RRB Secretary

2018 SCCA Road Rally Rule Change Proposals

The attached list of proposals has been suggested by members of the road rally community as rule changes for SCCA Road Rallies for next year. The SCCA Road Rally Board (RRB) will vote on each one of these proposals later this year and would very much like to hear your opinion on each of them. If you would be willing to share your opinion on any or all of these proposals with us, please send an email to rrb@scca.com and tell us what you think. Let us hear from you prior to September 30th. In sharing your opinion on a particular proposal, please refer to it by the number assigned in the list below. The RRB wants to hear the opinions of the rally community before making a decision whether to accept or reject each proposal.

Administrative proposals:

1. Remove the restriction that a region may have a maximum of 4 equivalents per series within a 7 day period. (Article 4.C). Rationale: Rulebook simplification. With expanded (Divisional) minimums for course length and number of controls there is no danger of the previously feared "10-rally weekend" occurring.

Operating rule proposals:

2. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference to night events. Rationale: Suggested equipment is also useful during day time events.

3. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Class definition proposals:

4. Change the descriptions of Classes L and S as shown below. The reasoning and intentions for these changes is:

    a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that are not calculating at all.

    b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using the stock tenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.

    c. Cars using GPS solely as a map or as an odometer and not doing any calculating with that distance information may still run in Class S.

    Proposed Class definitions:
    Class S (Stock): Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any calculations.

Class L (Limited): If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.
Class E (Equipped): There are no restrictions on calculating equipment in this Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

5. Change the descriptions of Championship Classes to:

   A) Class E: No limit is placed on the equipment permissible for use

   B) Class L: Use of the following devices is prohibited: Alpha Elite, Chronar, Timewise 797A, Timewise 798A, Zeron 660, Zeron 770, Zeron 880, and any devices similar to those listed that that have an external display capable of showing earliness/lateness. Other than prohibition of those devices listed, no further limit is placed on the equipment permissible for use.

   C) Class S: Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or a factory installed GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

   Comment: Proposal 5 is an alternative to Proposal 4.

6. Art 11.B - Remove restriction on direct input of GPS-derived mileage in timekeeping calculations in Limited class. Rationale: Allow for proliferation of new "tech" devices, which, because of limitations of GPS-based mileage estimates, are not currently competitive with dedicated rally computers in Equipped class. These devices should be competitive with skilled teams using wheel-sensor derived mileages and semi-automated hand calculations.

   Comment: This change is included in Proposal 4. Proposal 4 also includes changes to the definition for Class S.

Championship Series proposals:

7. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position *would* be vacated. It is proposed that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would *NOT* be vacated.

8. The current rule is that at the end of the year people who are ineligible for a year end award

(are not an SCCA member, did not compete in a National rally) will be removed from the standings. It is proposed that everyone remain in the standings at year end regardless of whether they are eligible for a year end award.

9. Delete Article 8.F that states: “If event results are not received within 45 days of the event, or December 31 (whichever occurs first), the event shall not count toward the SCCA RoadRally National Championship Series.”

10. Remove the requirement for a competitor to enter at least one National rally to be eligible for a year end award in a National Championship. Rationale: Elimination of unnecessary obstacle to participation in National Championship. Last year’s elimination of the “70 Point” rule was a good start. Finish the job.

Proposals 11 through 13 are clarifications or changes that bring the RRR’s into agreement with current policy and practice.

11. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions are to be sent via email.

12. In Article 8.B, clarify that a person must <u>compete</u> in a National rally rather than just <u>work</u> a National rally in order to be eligible for a year-end award. This is not a change from the way it has been interpreted in the past; it is merely a clarification of current procedure.

13. Add the word ‘ten’ in Article 8 B 4 so that it reads: “contestant may count the best ten (10) of their first fourteen (14) equivalents entered in each series with at least two (2) of those ***<u>ten</u>*** equivalents coming from a National event. This is not a change from the way points have been calculated; it is merely a clarification of current procedure.

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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED October 2017

SOLO EVENTS BOARD

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SOLO EVENTS BOARD | August 23rd

The Solo Events Board met by conference call August 23rd. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

Member Advisories

Street

#21016 Request for clarification

Thank you for your inquiry. The SAC believes this harness bar does not fit the requirements of Section 13.2.H because it has 4 attachment points.

#22511 2018 Camaro factory-equipped Wicker Bill

Thank you for your input. The SAC will be evaluating all 2018 makes/models for inclusion in the Solo Rules as the models become available.

The Blade Spoiler and Wicker Bill for the Camaro are both dealer-installed options. In reference to the Section 12 Standard Part definition, the Wicker Bill will not allowed unless it is specifically listed in Appendix A.

#22639 AC Personnel

The SEB thanks Matthew Leach for his work as a member of the STAC.

Street Prepared

#21737 Sohn Adapter for the RX-8, clarification desired

Per the SPAC, the new reliability rules (15.10.DD) do permit the addition of a reliability/ durability component such as a container for the oil, and the referenced adapter. However, the rules do not permit the re-purposing of an existing component such as a washer bottle.

Change Proposals

Street Prepared

#22188 Radiators in SP*, and the dimensions requirement

Per the SPAC, the following proposal is submitted for member comment:

Remove the word “core” from section 15.10.L.1 as shown:

"Radiator ~~core~~ dimensions (width, height, thickness) must be no smaller than the standard part."

#22368 Reclass 370Z to BSP

The SPAC is requesting member feedback on the following change:

Move from ASP to BSP:

Nissan

370Z (all) (2009-13)

Note that this proposal adds a new line to the Nissan listing in BSP.

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is requesting member feedback on the following classing change:

Move from BSP to DSP:

BMW

128 (2008-2011)

Other Items Reviewed

Street

#22485 SSR additions/#20511

Thank you for your input on the proposed additions to SSR.

Street Touring

#22148 Support of 21408

The STAC would like to thank you for your input.

#22151, 22158, 22172, 22220, 22227 Re: #21094 Octane Rating

Thank you for your input.

#22171 The Mini belongs in STH

The STAC would like to thank you for your input.

#22361 Wheel allowance 14.4 for STH

The STAC would like to thank you for your input.

Not Recommended

Street

#22467 Street category Sunset Rule

Thank you for your input. The SAC believes the revised version of the Street Category "Sunset Rule", which was published in the July Fastrack, is sufficient in making a clear cut-off point for model-year eligibility at National events.

Street Touring

#22186 2018 Focus RS / Aftermarket Differential for AWD in ST*

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#22205 Please find the

The STAC would like to thank you for your input but does not recommend classing

this car in the ST category. Regions are allowed to class cars as they see fit for local/ regional competition.

#22208 2018 Focus RS Exclusion

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#22210 AWD Differential Rule

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#22214 ST Classing for BMW Z4 M Roadster/Coupe

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to class the Z4 M Coupe and Roadster in STU. You may want to ask your local Region to class it for regional competition.

#22216 allowances for the future of the Focus RS

The STAC would like to thank you for your input. At this time the STAC would not recommend a differential allowance for AWD cars classed within Street Touring.

#22303 Move Non-LSD NB from STR to STS?

The STAC would like to thank you for your input.

#22342 NB Miata Proposal

The STAC would like to thank you for your input.

#22356 Please class BMW 1M & BMW M2

The STAC would like to thank you for your input. The committee believes that the BMW 1M and M2 do not fit well within the Street Touring ruleset due to limited availability.

Street Prepared

#20213 All Nissan Z cars on same line

Thank you for your input. The SPAC will continue to monitor the category's classing structure.

#22351 Why do I keep getting disqualified? My car performs very well

The SEB cannot issue a waiver of a safety requirement such as that of 3.1.

Street Modified

#22471 Full Club race car in SSM

At this time the SMAC sees no benefit in allowing purpose-built road race cars to compete in SSM.

Handled Elsewhere

Street

#22463 Support #21277 Allowing Skip Shift Defeat Devices

Thank you for your input. Please see the response to letter #21277 in the July Fastrack.

#22531 Keep SSR alive and fix your drop down menu

Thank you for your input. Please reference items 20099 and 20246, published in the May Fastrack.

Tech Bulletins

Street

#22510 Chevy SS not listed in Street but Listed in STP, STU, Cam-C

Errors and Omissions: The Chevrolet SS Sedan was left out of the 2017 rules in error, and has now been added back to Appendix A in F-Street.

CLUB RACING BOARD MINUTES | September 5, 2017

The Club Racing Board met by teleconference on September 5, 2017. Participating were Jim Wheeler, Chairman; David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

AS

1. #21800 (American Sedan Committee) Engine Idea for American Sedan Full Preparation Cars
Member Advisory for letter 21800

The Club Racing Board and the American Sedan Advisory Committee plan to work toward implementation of fuel injected engines (Coyote for Ford, LS3 for GM) as an engine option for all American Sedan cars. The planned effective date for this change is 1/1/2019. This change would NOT eliminate any current engine packages for any American Sedan car, but, would provide an option for lowered costs over the cost of current Full Preparation engines, and would provide a more current option for Restricted Preparation cars.

In addition, with this engine change, Restricted Preparation cars would have a new option to convert their RP cars to FP with the availability of FP transmission and axle options, and the requirement of converting to 12 inch brakes, front and rear, as well as any other FP requirements for compliance.

Competitors should expect that both engines will require restrictor plates to not obsolete current base FP engines (Aluminum heads, 5.0L displacement) and current RP engines packages. Competitors should also expect potential weight changes for all cars running the Coyote or LS3 engines. Finally, competitors should expect Base of Performance adjustments in 2019 and possibly beyond as on track performance can differ from simulation programs.

The CRB/ASAC encourages letters from the community with feedback on this plan, as well as any suggestions and ideas, through the CRB letter log system at crbscca.com. Any assistance from community volunteers is also welcome, please contact an ASAC member.

This plan should be submitted to the CRB and Board of Directors late in 2018. The CRB/ASAC may put out additional Member Advisory letters as plans are developing, in order to improve communication and feedback potential. Note that these two engines and their configurations can be viewed in the specification lines for the 10-13 SS Camaro (RP) and the 11-14 Mustang Coupe GT (RP). They will be starting points for this process. It is hoped that finalized plans should be in place for review between April and June 2018, for the effective date of 1/1/19.

The community has at about a year to provide feedback on this plan. The community is encouraged to think carefully about the future of American Sedan and the value of this change. Both support and non-support of this plan will be considered before submitting or not

submitting a recommendation to the CRB late in 2018.

It is imperative that any member of the AS community with feedback submit it through crbscca.com. Opinions discussed on forums are not official and will have no bearing on any final decision about this plan.

The CRB thanks the following contributors to the WDYT:

21901, Brian Himes; 21921, Dean Bailey; 21936, Mark Wheaton; 21958, Matt Regan; 21959, Matt Chojnacki; 21961, Dan Licklider; 21962, Steve Ott; 22004, Allison Palitz; 22095, Daniel Richardson; 22098, Drew Cattell; 212149, John Barnett; 22169, Ted Warning; 22252, Ted Johnson

GCR

1. #22556 (SCCA Staff) Misprinted SFI 16.1 Seat Belt Labels
Recently it was discovered that some SFI Spec 16.1 compliance labels which contained a printing error from SFI's vendors were mistakenly issued to some of their manufacturers. The lot of defective labels was identified and recalled by SFI. However, a small quantity were already installed on some products and subsequently distributed by two (2) manufacturers before the error was found. The misprinted labels contain an incorrect validity date of "June 30, 2019" shown below the larger "DEC 2019" date. The printing error can be seen on the SCCA website in MA 17-07.

T2-T4

1. #22650 (Jim Wheeler) Clarify Rule 9.1.9.2.E
There is some misunderstanding of section 9.1.9.2.E Car Classification. This section refers only to classifying cars for competition, not to balancing of performance, parts availability, Errors & Omissions, or any other Tech Bulletin changes to cars within Touring classes.

Back in the day, Showroom Stock classes (and Touring) would be stable for the most part, until new versions of production cars became available. Some competitors would watch for the new car that was coming in the magazines, and build one as it was likely to outperform the current cars in class. By the time the car was available, and they worked through the SCCA system to classify the car, it would be mid to late summer, at which point the car would show up on a new spec line. Many of us recall the reaction when these newly classed car showed up at the Runoffs. It was not good.

This happened from time to time, and soon enough the manufacturers understood the importance of timing the release of a new car. The new overdog in the class was likely to do well in the Championship, as it was usually too late in the season to evaluate and adjust its performance.

This led to:

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.

This applies to NEW CAR CLASSIFICATIONS, not to Tech Bulletin changes. The idea is to set a time window to class a new car, March 1st, and then use event data through June to adjust its performance to get ready for the Runoffs. It's worked well over the past years and has helped stabilize the classes by not allowing late classifications. In the last couple of months, we've received requests to classify new cars in Touring for the 2017 Runoffs. For the reasons stated above, these cars will be classified for the 2018 season.

There have been some "new classifications" after the March 1st deadline. But the key with these are that none of them are "new cars," they are simply model updates of an already similar car. For example, one is the Infinity G35 into T3, which is a sister car of the Nissan 350Z already classed. Another is adding the base Boxster to the Boxster "S" spec line.

The Touring Advisory Committee and the CRB agreed that these were reasonable new classifications as they don't violate the spirit of bringing in late cars into a class.

No Action Required

F500

1. #22036 (Jim Murphy) Heat Control in F500 - Allow Rearward Facing Louvers
Thank you for your letter. For questions regarding compliance please go to: https://www.crbscca.com/?page=complianceReview

2. #22179 (Eric McRee) Clarification Request On Air Ducting When Using a Sports Car Nose
Thank you for your letter. For questions regarding compliance please go to: https://www.crbscca.com/?page=complianceReview

T3

1. #22502 (David Mead) Letter #22347 MX5 in T3
Thank you for your comment.

Not Recommended

P1

1. #22058 (Jim Downing) Consider Rationalizing the P1 Rules
Thank you for your letter. The CRB does not recommend this change.

GCR

1. #22232 (John Nesbitt) Clarify Red Flag and Black Flag All
Thank you for your letter. The current rules are adequate when properly implemented at SCCA events.

ITS

1. #22629 (Jeff Giordano) Wheel/Tire Section Request
Thank you for your letter. The wheel and tire rules are new for 2017. The CRB does not recommend making further changes at this time and will continue to monitor the class.

EP

1. #22600 (Steven Corado) Porsche 956
Thank you for your letter. Currently, turbocharged engines are not classed in Production.

T2
1. #22594 (Buz McCall) Add Fall-Line Toe Links and Rear Control Arm Camber Kit to E92
Thank you for your letter. Spherical bearings are not allowed in T2-T4.

T2-T4
1. #22554 (Darren Seltzer) Define Consistent Standard for Tire Width
Thank you for your letter. The rule is adequate as written. Implementing and enforcing the change you propose is not feasible.

2. #22555 (Harley Kaplan) Camber Rule
Thank you for your letter. Please join us at the Runoffs face to face meeting to discuss in more detail.

T4
1. #22584 (chi ho) Alternate Camber Arm and Toe Arm
Thank you for your letter. Spherical bearings are not allowed in T2-T4.

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.

FV
1. #22456 (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.

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.

GCR
1. #21827 (Jim Wheeler) Review Section 9.1.12. Cars Run in the Proper Class

Thank you for your letter. Change 9.1.12.B.:

B. Cars should not be run in classes and/or categories for which they were not designed or intended. *For non-Runoffs eligible classes,* ~~T~~*t*he Race Director or Chief Steward must approve the proposed classification. He will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

2. #21993 (Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical
Thank you for your letter. Change Appendix C., 2.1.A.:

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form, *an FAA BasicMed form,* or a *complete* NASA approved *Medical Evaluation* form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69;and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

3. #22476 (GCR Committee) Use of SCCA Online Drivers Ground School Module
Thank you for your letter. Add to Appendix C., 2.12:

2.12 Online Drivers School Tutorial
SCCA Drivers Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.

4. #22548 (John LaRue) Black Flag Re-Start Procedure
Thank you for your letter. Change 6.8.A. and B.:

6.8. RESTARTING A RACE
If a race is stopped, the Race Director or Chief Steward may:

A. *Under full course yellow flags,* ~~R~~*r*estart in the original starting order. (See 6.7.2.)

B. *Under full course yellow flags*, ~~R~~*r*estart the cars single file in the physical order they crossed the control line on the last completely scored lap.

5. #22579 (GCR Committee) Remove Participation Level Requirements for Worker Licenses
Thank you for your letter. Replace Appendix C.,1.3.D.:

~~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. License renewal requirements are defined in each of the specialty manuals.

GT2
1. #22457 (Tom Patton) GT2 Sunbeam Tiger Cam Follower Request
Thank you for your letter. Add to Notes for GT2 Engines-Sunbeam: *Allow roller cam followers.*

GT3
1. #22406 (Chris Howard) Allow the Mazda 2.5 to use the 2.3 Crankshaft
Thank you for your letter. Add to the Notes for the Mazda MZR/L5-VE Engine: *Allow 2.3L 94 mm stroke, 2339 CC crankshaft.*

The performance of this engine crankshaft will be monitored for its performance and adjusted as needed.

Taken Care Of
AS
1. #21900 (Brian Himes) Response to WDYT Letter #21799
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

2. #21901 (Brian Himes) Response to WDYT Letter #21800
Thank you for your letter. Please see the response to letter #21800.

3. #21921 (Dean Bailey) Response to WDYT Letter #21800
Thank you for your letter. Please see the response to letter #21800.

4. #21922 (Dean Bailey) Response to the WDYT Letter #21799
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

5. #21936 (Mark Wheaton) Response to the Recent WDYT A Sedan Letters
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

6. #21958 (Matt Regan) Response to American Sedan WDYT Proposals
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

7. #21959 (Matt Chojnacki) Response to American Sedan WDYT Questions

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

8. #21961 (Daniel Licklider) Response to American Sedan WDYT Questions #21799 and #21800
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

9. #21962 (Stephen Ott) Response to American Sedan WDYT Letters 21799 and 21800
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

10. #22002 (Allison Palitz) Letter #21799 Comment for Tire Rule Change
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

11. #22004 (Allison Palitz) Letter #21800 Comment for Engine Rule Change
Thank you for your letter. Please see the response to letter #21800.

12. #22018 (Jim Wheeler) WDYT Response Tires
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

13. #22034 (JACK MARTIN) Response to AS WDYT - Tire Rules
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

14. #22095 (Daniel Richardson) Response to American Sedan WDYT Proposals
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

15. #22098 (Drew Cattell) Response to A-Sedan What Do You Think Questions
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

16. #22123 (Brian Himes) Response to the American Sedan WDYT Questions
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

17. #22149 (John Barnett) Comments for the AS WDYT Questions #21799 & #21800
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

18. #22168 (Ted Warning) WDYT 21799 (A Sedan Committee) Tire Ideas for American Sedan
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

19. #22169 (Ted Warning) 21800 (American Sedan Committee) Engine Idea
Thank you for your letter. Please see the response to letter #21800.

20. #22252 (Ted Johnson) Response to AS WDYT
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

P1
1. #21941 (Brian Roberts) Dyno Sheet for CN 2.0 Liter - Response to Letter #21632
Thank you for your letter. Please see the response to letter #21632, May 2017 Fastrack Technical Bulletin, and letter #22177, September 2017 Fastrack Minutes, and the P1 Engine Table, August 2017 Updated GCR.

2. #22114 (Jim Devenport) Support for Reformulating P1 To An Automotive Based Engine Class
Thank you for your letter. Please see the response to letter #22058.

3. #22256 (Bryan Putt) Rules Suggestions for the Future of P1
Thank you for your letter. Please see the response to letter #22058.

P2
1. #22056 (Armen Megregian) Follow Up To Letter 22013
Thank you for your letter. Please see the response to letter #22013, Technical Bulletin.

2. #22349 (Armen Megregian) Reference and Support to Letter #22013
Thank you for your letter. Please see the response to letter #22013, Technical Bulletin.

GCR
1. #22301 (Carla Heath) In Support of John Nesbitt's Request
Thank you for your letter. Please see the response to letter #22232.

EP
1. #22479 (Jason Lay) Sheet 2 Engine Specs Gen 3 Beretta GM V6
Thank you for your letter. Please see the response to letter #22478, Technical Bulletin.

HP
1. #22541 (Joe Camilleri) Clarification of Rabbit Brake Discs
Thank you for your letter. Please see the response to letter #22426, September 2017 Fastrack Technical Bulletin.

What Do You Think
GT1
1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
Should GT1 allow Fuel Injection in addition to the current carburetors?

If so, should the GTAC and the CRB specify an "off the shelf" throttle body kit, complete with ECU from the aftermarket?

This would be a direct replacement for the carburetor. Please send your feedback through the CRB letter system at crbscca.com.

RESUMES

1. #22437 (Darren Seltzer) Resume for Touring Committee
Thank you for your resume. It will be kept on file for future opportunities on the Touring Advisory Committee.

CLUB RACING TECH BULLETIN

DATE: September 20, 2017
NUMBER: TB 17-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/2/2017 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FC
1. #22644 (Sandy Shamlian) Allow Alternate Pistons

In GCR section 9.1.1.B.16.b, first sentence, due to piston availability, add an alternate piston for the Zetec engine as follows:

"Only original Ford*,* ~~or~~ Sealed Power #H872cp*, or United Engine and Machine #SO2763* pistons may be used."

FF
1. #22512 (Julian Macias) Allow Additional Honda FF Heads
Effective 9/5/17, in 9.1.1.B.14.f., correct an omitted Honda Fit cylinder head part number, add the following to the existing list:
12200-RTW-A00 (2011-2013 Fit)

2. #22658 (Formula/Sports Racing Committee) Weight adjustment on FF cars
In GCR section 9.1.1.B.20.A.3, clarify as follows:
"Cars complying with the English FF rules under the Alternative Allowance Table which *exceed the maximum allowable SCCA body width of 95cm* add 25lbs."

P1
1. #22607 (Formula/Sports Racing Committee) Revise P1 Engine Table Line L and delete P1 Table L as follows:

Effective 1/1/18, delete P1 Table L in its entirety.
Effective 1/1/18, make the following changes in P1 Engine Table, Line L:
Max. Displ: ~~2500~~ *2300*
Restrictor: ~~See Table L~~ *30mm SIR*
Weight: ~~See Notes~~ *1425*
Notes: ~~See Table L~~

2. #22609 (Formula/Sports Racing Committee) Remove Spec Line A from P1 Table 1 (Spec

Line Cars)
Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line A. Competitors who wish to race the cars previously included in Spec Line A must meet either P1 or P2 specifications.

3. #22610 (Formula/Sports Racing Committee) Remove Spec Line B from P1 Table 1 (Spec Line Cars)
Effective 1/1/18, in P1 Table 1 (Spec Line Cars), delete Spec Line B. Competitors who wish to race the Shelby Can-Am may compete in the regional-only ASR class.
Effective 1/1/18, in GCR 9.1.8.F, change the title as follows:
SHELBY CAN-AM RACER CLASSED IN ~~P1 AND~~ ASR.

4. #22611 (Formula/Sports Racing Committee) Remove Spec Line C from P1 Table 1 (Spec Line Cars)
Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line C. Competitors who wish to race the Diasio D962R may compete in the regional-only ASR class.

5. #22614 (Formula/Sports Racing Committee) Revise P1 Table 1 (Spec Line Cars) Line D and GCR Section 9.1.8.I

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), Spec Line D, make the following change:
Marque: Elan DP02 *2.0L MZR*

Effective 1/1/18, in GCR Section 9.1.8.I, make the following changes:
2. Bodywork may be modified within the ~~CSR~~ *P1* rules (9.1.8.~~A.2.d~~ *C.C.2*).
3. The only engine~~s~~ permitted ~~are~~ *is* the ~~Ford 2.3 liter Duratec or~~ Mazda 2.0 liter MZR as supplied by ~~Elan Power Products (EPP)~~ *Elite Engines (Elite)*. No modifications are permitted. The engine must have the four (4) ~~EPP~~ *Elite* numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by ~~EPP~~ *Elite*.

P2
1. #22013 (Armen Megregian) Request Spec line in P2 for Non Carbon Tub CN Cars
Effective 1/1/18, in P2 Engine Table, Line E, make the following change to the notes:
"Approved engines list: MZR/Duratec, Honda K20, Ford Zetec, Pinto. For Pinto see line E, note 2 below. *Group CN non-composite chassis with Honda K20 may use stock 64mm single throttle body without inlet restrictor at 1500 lbs. minimum weight.*"

GCR
None.

Grand Touring
None.

Improved Touring
None.

Production
1. #22478 (Jason Lay) Approving Gen 3 v6 for Chevy Beretta

In EP, Chevrolet Beretta (88-90), change the engine information as follows:
Bore and Stroke: ~~89.0 x 66.8~~ *3.50 x 3.31*
Displacement: ~~2838~~ *3135*
Valves: (I) ~~40.6~~ *1.72* (E) ~~33.0~~ *1.42*

Spec Miata
None.

Super Touring
None.

Touring
T2
1. #22532 (Bill Collins) C5 Corvette Dry Sump installation
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), correct the notes by adding the following language:

"*The oil tank for either system may be installed in the current battery location and the OEM weight and size battery must be relocated to the same location as the 08 Corvette Z06; a battery mounting bracket and hardware equivalent to the GM 08 Corvette Z06 must be used.*"

T2-T4
1. #22574 (John Bauer) Require OEM Oversize Pistons

In GCR section 9.1.9.2.D.1.e.1, delete section 1.
"~~Cylinder bore dimensions shall remain as originally specified by the Factory Service Manual. No"oversize" bores shall be permitted.~~"

In GCR section 9.1.9.2.D.1.a.5., move section 5 to 9.1.9.2.D.1.e.1. and clarify that OEM pistons are required as follows:
"Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. *Oversize OEM pistons are required.* This allowance does not apply to any car adhering to spec rules."

Note: If OEM oversize pistons are not available, the Club Racing Board will consider OEM equivalent aftermarket pistons. Requests can be sent to the CRB at www.clubracingboard.com, please provide the supplier, part number and any other pertinent information.

T3
1. #22477 (Ali Salih) Correct the following typos in Spec Line
Effective 9/5/17, in T3, BMW 335i (08-13), correct the displacement as follows:
~~2679~~ 2979

Effective 9/5/17, in T3, BMW 135i (08-13), correct the displacement as follows:
~~2679~~ 2979

2. #22482 (Todd Lamb) Spec line error, final drive for Spec Boxster
In T3, Porsche Spec Boxster, correct the final drive ratio as follows:

~~3.56 or~~ 3.89

JUDGEMENT OF THE COURT OF APPEALS
Owen Coon vs. SOM COA Ref. No. 17-18-CN
August 24, 2017

FACTS IN BRIEF
On July 29, 2017, following the Group 4 race at the Super Hero Cat Majors at Road America, Chief Steward Mike Beaumia filed a Request for Action (RFA) to investigate nose to tail contact between SRF #8, driven by Owen Coon, and SRF3 #60, driven by Tim Gray citing violation of General Competition Rules (GCR) 6.11.1.A.B.C.D. (On Course Driver Conduct) and 2.1.7 (Acting in an unsportsmanlike manner). The contact occurred on Lap 2 as the cars exited Turn 1.

The Stewards of the Meeting (SOM), Fred Cummings, Douglas Tillman, and Paula Spencer, Chairman, met, reviewed the evidence, and concluded that Mr. Gray was in violation of GCR 6.11.1.A., B., and C. They did not find him in violation of GCR 6.11.1.D. or 2.1.7. due to lack of evidence. The SOM assessed a penalty of Probation for 12 SCCA Club Racing sanctioned weekends (to include the 2017 SCCA National Championship event – Runoffs). Three penalty points were assigned to Mr. Gray's competition license. In addition, the SOM requested the Central Division Club Racing Executive Steward conduct a driver review of Mr. Gray's SCCA Club Racing competition record in accordance with GCR 2.5 and 2.6.

Mr. Coon appealed the SOM ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Michael West (Chairman) met on August 17, 2017, and subsequently via electronic correspondence to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter and evidence from Owen Coon, received August 8 & 10, 2017.
2. Statement from Fred R. Sasser, received August 9, 2017.
3. Official Observers Report and related documents, received August 10, 2017.
4. Statement from Paula Spencer, Chairman SOM, received August 11, 2017.
5. Statements from Mike Beaumia, Chief Steward, and Dennis Troemel, received August 22, 2017.

FINDINGS
The SOM interviewed both drivers and viewed video evidence supplied by Mr. Coon and Road America. Mr. Gray stated he did not have any video evidence to submit. The video from Mr. Coon's in-car camera showed that Mr. Gray passed Mr. Coon on the front straight just past the Start/Finish line on Lap 2. Mr. Gray entered Turn 1 to the right of the normal racing line, had a slight loss of traction at the turn's apex, and slowed slightly, which resulted in a light nose to

tail impact from Mr. Coon. Mr. Coon maintained control and dropped back approximately four feet giving Mr. Gray room to regain control. Both continued with no cars immediately in front of Mr. Gray. Shortly after exiting the corner, Mr. Gray forcefully applied his brakes and slowed dramatically. Mr. Coon also applied his brakes, but as the cars had entered an area of the track that is normally an acceleration zone, he was not expecting Mr. Gray to apply his brakes. Mr. Coon had a hard impact into Mr. Gray's rear causing both cars to spin, then exit the track to driver's left and impact the wall. Two additional cars were involved in the incident and none of the four were able to continue.

Mr. Gray contended he only tapped his brakes to check for possible damage from the first nose to tail contact and did not intentionally impede Mr. Coon. However, the SOM determined Mr. Gray did more than just tap his brakes. The SOM concluded he slowed radically in the normal racing line and in an area of the track where one does not normally apply the brakes. The SOM ruled Mr. Gray's inexplicable significant braking was responsible for causing the multi-car incident.

In his appeal, Mr. Coon (SRF #8) states the penalty handed down to Mr. Gray is too lenient and believes a more severe penalty is warranted. To support his contention, Mr. Coon provided a narrative discussion as to what transpired. According to Mr. Coon, Mr. Gray completed the pass and Mr. Gray maintained a mid-track racing line entering Turn 1. Mr. Coon states he entered Turn 1 on the normal racing line, realized Mr. Gray had slowed considerably on entry to Turn 1, attempted to avoid contacting Mr. Gray, but did make light nose to tail contact. Mr. Coon eased back from Mr. Gray allowing him room to regain control. Both cars accelerated away from the contact and then Mr. Gray went from hard throttle to full brake mode. Mr. Coon states he made every effort to avoid Mr. Gray, but was not able to prevent a significant impact. Mr. Coon supplied video evidence that supports his narrative of the events.

Mr. Coon's in-car video and the written testimony provided by Mr. Sasser corroborate Mr. Coon's narrative.

The in-car video from Car #88 and still photos of Turn 2 were inconclusive due to angle and distance. A witness statement from a National Licensed Flagging and Communications member at Turn 3 was also inconclusive due to impaired visibility from dust and debris kicked up as the cars spun off track. Testimony related to actions prior to the Super Hero Cat Majors event was not considered as it was outside the scope of the SOM decision.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their authority and reflect a reasonable application of GCR 7.2. (Range of Penalties). The COA notes the penalty is quite substantial and affirms the SOM's recommendation for a driver review in accordance with GCR 2.5 and 2.6.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Tim Gray vs. SOM COA Ref. No. 17-19-CN
August 24, 2017

FACTS IN BRIEF

On July 29, 2017, following the Group 4 race at the Super Hero Cat Majors at Road America, Chief Steward Mike Beaumia filed a Request for Action (RFA) to investigate nose to tail contact between SRF #8, driven by Owen Coon, and SRF3 #60, driven by Tim Gray citing violation of General Competition Rules (GCR) 6.11.1.A.B.C.D. (On Course Driver Conduct) and 2.1.7 (Acting in an unsportsmanlike manner). The contact occurred on Lap 2 as the cars exited Turn 1.

The Stewards of the Meeting (SOM), Fred Cummings, Douglas Tillman, and Paula Spencer, Chairman, met, reviewed the evidence, and concluded that Mr. Gray was in violation of GCR 6.11.1.A., B., and C. They did not find him in violation of GCR 6.11.1.D. or 2.1.7. due to lack of evidence. The SOM assessed a penalty of Probation for 12 SCCA Club Racing sanctioned weekends (to include the 2017 SCCA National Championship event – Runoffs). Three penalty points were assigned to Mr. Gray's competition license. In addition, the SOM requested the Central Division Club Racing Executive Steward conduct a driver review of Mr. Gray's SCCA Club Racing competition record in accordance with GCR 2.5 and 2.6.

Mr. Gray appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Michael West (Chairman) met on August 17, 2017, and subsequently via electronic correspondence to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Tim Gray, received August 10, 2017.
2. Statement from Fred R. Sasser, received August 9, 2017.
3. Official Observers Report and related documents, received August 10, 2017.

FINDINGS

The SOM interviewed both drivers and viewed video evidence supplied by Mr. Coon and Road America. Mr. Gray stated he did not have any video evidence to submit. The video from Mr. Coon's in-car camera showed that Mr. Gray passed Mr. Coon on the front straight just past the Start/Finish line on Lap 2. Mr. Gray entered Turn 1 to the right of the normal racing line, had a slight loss of traction at the turn's apex, and slowed slightly, which resulted in a light nose to tail impact from Mr. Coon. Mr. Coon maintained control and dropped back approximately four feet giving Mr. Gray room to regain control. Both continued with no cars immediately in front of Mr. Gray. Shortly after exiting the corner, Mr. Gray forcefully applied his brakes and slowed dramatically. Mr. Coon also applied his brakes, but as the cars had entered an area of the track that is normally an acceleration zone, he was not expecting Mr. Gray to apply his brakes. Mr. Coon had a hard impact into Mr. Gray's rear causing both cars to spin, then exit the track to driver's left and impact the wall. Two additional cars were involved in the incident and none of

the four were able to continue

In his appeal, Mr. Gray (SRF3 #60) states he was not 100% the cause of the incident since he was struck in the rear. He further states “I wonder whether the driver of the car that hit me in the rear was in control of his car as required by the GCR.” Mr. Gray also provides a narrative of his Club Racing history in both Spec Racer and GT2, and his competition in the Pro Racing Trans Am Series.

In testimony to the SOM, Mr. Gray contended he only tapped his brakes to check for possible damage from the first nose to tail contact and did not intentionally impede Mr. Coon. However, the SOM determined Mr. Gray did more than just tap his brakes. The SOM concluded he slowed radically in the normal racing line and in an area of the track where one does not normally apply the brakes. The SOM ruled Mr. Gray’s inexplicable significant braking was responsible for causing the multi-car incident.

The COA notes that video evidence supports the SOM determination and shows Mr. Gray did not pull off line or otherwise take action to alert closely following vehicles of his intention to apply the brake in what is typically an acceleration zone. Other than the statements from his appeal letter stated above, he provided no additional evidence.

Mr. Gray requests a reduction in the term of his probation and double probation credit for all weekends when he enters in both the SRF3 class and the GT2 class.

The COA does not agree with Mr. Gray’s assertions. The COA denies his petition to lessen the penalty and his petition to grant double probationary credit when he enters two classes. For probationary credit, Mr. Gray must serve 12 weekends and must successfully compete within the General Competition Rules regardless of how many times he enters the track during a weekend. The probation is per weekend, with the further stipulation that the entire SCCA National Championship Runoffs will count as one weekend.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their authority; reflect a reasonable application of GCR 7.2. (Range of Penalties); and are clearly stated.

DECISION

The COA upholds the SOM’s decision in its entirety. Mr. Gray’s appeal is not well founded, and the entire appeal fee will be retained by SCCA.

Agenda for RallyCross Board Meeting, Tuesday, Sept 5, 2017

The RallyCross Board (RXB) met via conference call on Aug 1st. Attending were Ron Foley, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison.

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

Mark Macoubrie called the meeting to order at 7:10pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt):.No report.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
    - Updates: No incidents. Committee is still working on the training material. Jim Perrin reached out and offered to help with creating the training material.

- Rules Committee (Lightfoot)
    - Open Class Review (Macoubrie). The RXB discussed several questions brought up in the divisional steward meeting and on the RallyCross forum about the new open class including how the cars will be reviewed by tech at regional events, the motors restrictions, the roll cage requirements, the requirements for fenders and other feedback received by the community. Response to the comments will be added to the forum. The rules will be reviewed in context of the comments being made by the community.
    - Two Driver Rule at National Events was reviewed by the RXB and RXNC within the last month. A proposed change will be posted at www.sccarallycross.com for comment by the community.
        - Updates: The proposed change for 2018 rules have been posted on www.sccarallycross.com for review by the community. Several comments have been received. Results will be tabulated in October and submitted to the RXB for review.

- RallySprint Committee (Brielmaier)
    - Updates:.A RallySprint is being planned at Hallett Motor Speedway near Tulsa OK.
    - The committee has indicated some rules change including the removal of the requirement for an ambulance need to be communicated to RallySprint organizers.

- National Championship Committee (Macoubrie)
    - Updates: 75 competitors are registered to date. The committee is working with the national office to plan more marketing efforts for the event. The RXNC Planning

Committee meets on Sept 13th to continue finalizing the event. A Chief meeting will be planned for late Sept or Early Oct.

- Divisional Steward Liaison (Foley)
  - DRXS meeting: DRXS meeting was held on August 24th. Eight people were in attendance. The independent writer was on the call to meet the Divisional Stewards. The Division Steward discussed the new open class rules, safety material for safety training and safety steward renewals. The Divisional Stewards requested that update safety training material be developed.

- Growth and Development Committee (Hamilton)
  - Updates: The committee has been trading emails and material which has been gathered over the years.

4. **Old business:**
- No report.

5. **New business:**
- No report.

6. **Motion to adjourn: 8:27pm CST**

7. **Next RXB Meeting October 3rd, 2017.**

Sports Car Club of America
***RoadRally* Board Minutes**
September 14, 2017

The RoadRally Board met via conference call on September 14, 2017; meeting called to order at 7:37 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Thompson, NEC chairman, and Lee Hill, BOD Chairman. Not present: Earl Hurlbut, Jamie Mullin, Jeanne English.

1. Approval of August minutes. – stand as published
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
   a. Cheryl did not have time to put out a newsletter in September due to USRRC efforts.Rich expects that there will be an October issue.
3. SCCA Staff Report (Jamie)
   a. Rich found that Championship Standings as of 9/09/17 have not yet been posted online. He will ask Jamie to update them when possible. Standings have been posted to the Yahoo! Group.

   b. Final version of the RRB Minutes needs to be delivered to John Burkhart by 4 PM CDT on 9/15/17! Mike Bennett is publishing this month's Minutes since Jeanne unable to attend.
4. NEC Report (Mike T)
   a. Recent Nationals – Oktoberrally and Badger Trails were discussed.

   b. Upcoming Nationals – Have not reviewed the two California events as yet.

   c. USRRC Report – The committee is well organized; there are 27 cars entered; checkpoint procedure and scoring have been reviewed with workers. Expectation is for a great event with lots of good publicity for RoadRally.

   d. There has been a recommendation to use mobile communications in addition to emergency signs. There was a need for emergency signs on the odo check of a recent National event. Rich suggested an app called "Group Me", which he uses with his family, and plans to use during his events in November. In addition to notices, provisional scores could be communicated. Clyde said he believes this is a good approach. Rich asked if the topic had ever been brought to the attention of the NEC, and Mike T said "no". Jim said he had seen Google Docs used to send out scores, but he was concerned that when sending out critical / official information, confirmation must be available that all competitors have received it. Rich stated that inexperienced competitors

sometimes miss the emergency signs.

5. Old Business

a. 2018 Rules Changes – Rich noted that responses to the proposed rules changes have been fewer than expected, although a few have been received. This may be due in part to there not being a September newsletter. Rich will send the proposals to the most experienced competitors and seek their input.

b. New Road Rally Safety Steward licensing process – Peter explained the rollout of the new process and the Knowledge Test to all Regions. He said he has received only one response to date. That response pointed out some minor typos which have been corrected. As part of the rollout, Peter will ask all RRSSs and RRSSIs if they want to continue in their roles. Rich asked “who needs to do what next?” and “where should the information be kept so that future RRBs can find it?” He suspected the answer to the second question is the National Office. Lee agreed and said to make sure Jamie is in the loop. Peter stated that the desire is to put the Knowledge Test in the Downloads section of the SCCA website, but limit distribution of the Answers to active RRSSIs (names yet TBD). Lee agreed that this approach made sense. Peter also noted that he has been pursuing RRSSs who do not have email addresses in the National database. He said that, based on this evening’s discussion, he will send the information out tomorrow, and request responses by the end of September. Rich stated that he will announce the rollout in his column in the October newsletter.

c. Rally Development Fund – Rich explained that the idea of requesting funding was sparked by the trips Peter and Bruce Gezon made to lay out and run Targa Southland last year. It is believed that the lack of experienced personnel is sometimes the impediment to getting a RoadRally program started in a Region. Peter noted that the idea was discussed at the Convention, and that the fund would only cover reasonable travel expenses. Lee said he assumes no money got into this year’s budget, but there is still time to get it into next year’s. He supported the idea of including a few thousand dollars into the next budget, but said that the RRB needs to push Howard and Heyward. Lee suggested also discussing the idea with new new SCCA President Mike Cobb. Rich committed to “poking” Howard and sending a reminder to Lee.

6. New Business

a. Gervais / Teter Award Announcements - Jim explained the end of year voting for best Tour and Course rallies, and how attempts have been made to announce the awards where the winners are present, sometimes at their event the next year. This can drag on well into the year, which is not good. And, the winners’ names do not get into the next publication of the RRRs. So, he suggested that winners be announced as soon as the voting results are known. Peter stated that he is OK with announcing winners before the convention. Rich said we should consider

timing of the announcements only, not delivery of the actual trophies to the winners. Clyde stated that he likes the announcements being made at the convention, but that the winners should be informed if we are going to put their names in the RRRs which are published before it. Lee noted that announcing the winners at the convention reminds the club that RoadRally is one of its parts.
Rich moved that: following determination of winners for these two awards, (1) names be included in the next published RRRs, (2) names be announced to the club at the convention, and (3) winners be notified before publication of the RRRs, by telephone, by the RRB chairman. Peter seconded the motion, and it was approved by a vote of 5 – 0.

b. Rule Clarification – Rich stated that Article 9-D of the RRRs needs to be fixed. Currently, the Article requires only that responses to questions submitted before the event be posted, not the questions themselves. Clyde asked if we need to change the list of proposed rule changes which has already been communicated. Rich said he had checked into that, and determined that only a vote to clarify by the RRB is needed; competitor input is not required. He also said that the clarification will be communicated through the RRB Minutes. Rich moved that the wording of the Article be revised to state: "These questions and their responses shall be posted…" The motion was seconded by Jim, and approved by a vote of 5 – 0. *See following page for approved version.*

c. Jay Nemeth-Johannes requested movement of his Tour worker points from Class L to Class E. RRB approval is required to make sure such changes are handled fairly. Rich moved to allow the change, Clyde seconded, and the motion was approved 5 – 0.

d. Peter gave a brief synopsis of Targa Southland 2017, which drew 50 cars and was enjoyed by both last year's competitors and those who were new this year. Lessons learned included: (1) The layout and pre-check can be combined into one trip, although it does make for a few hectic days, (2) the cooperation of several Regions is needed to run such an event. Peter noted that Mark E. Johnson has volunteered to be rallymaster for future events. Clyde asked if there has been any discussion about Targa events in 2018. Peter responded that there is a slight possibility of something happening in the Northeast. Rich mentioned the "Targa-type" event which ran at Hartland Park this year, and Lee noted that a RoadRally was included in the Showcase event at Daytona in March.

e. Rich stated that the main focus of the October meeting will be on 2018 rules changes.

Meeting adjourned at 9:43 pm CDT
Next meeting to be October 12, 2017
Respectfully submitted,
Mike Bennett, RRB Member

September 14, 2017

To: The SCCA Road Rally Community, Organizers and Competitors

From: The SCCA Road Rally Board

Subject: Rules Classification – Article 9-D

Effective immediately, the language in the Road Rally Rules Article 9-D is changed from:

"Contestants may submit written questions concerning the GIs. These questions must be received prior to the opening of registration unless the event's GIs specify an earlier deadline; if possible they should be worded so as to be answerable "yes", "no", or "does not occur". The response to these written questions shall be posted prior to the opening of registration and nothing added thereafter. …

To (bold type changed)

"Contestants may submit written questions concerning the GIs. These questions must be received prior to the opening of registration unless the event's GIs specify an earlier deadline; if possible they should be worded so as to be answerable "yes", "no", or "does not occur**".** **These questions and their responses** shall be posted prior to the opening of registration and nothing added thereafter. …

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/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED November 2017

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 27th

The Solo Events Board met by conference call September 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

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Member Advisories

Street Touring

#18959 STAC Resume

The SEB has approved the addition of Nick Dunlap to the STAC.

#22625 Application for the STAC

The SEB has approved the addition of Tom Reynolds to the STAC.

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 Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#21094 Octane Rating

Add to the end of the first sentence of section 3.6.A as follows:

"Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.*"

#22455 Sound Regulations

Modify Appendix I, Sound Measurement Procedures, as follows:

"The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from

structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds *96* dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, *Sound Control Steward*, or representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy* to *functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver's last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy.

Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back at any time.

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound Control Steward*, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited*.

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a "run" is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may <u>not</u> be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties."

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is recommending the following wording changes to the definition of "Standard Part" in section 12:

"Standard Part

An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line,~~ and delivered through a dealer

in the United States. ~~Port-installed options,~~ *Manufacturer options that are dealer installed, port installed, or parts* provided by the manufacturer are considered to be the same as those installed on the factory production line. Dealer~~-installed~~ options, *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts."

Background information:

This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo.

Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special "trunk kit" or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future.

Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company's website that do not clearly define if they are installed on the factory floor or the dealer's facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance.

An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers "dealer installed by factory directive" options based on member input and desires.

#20242 Lotus Elise Classing

Move *to SS* from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige S (exc S260, club racer)(2006-2011)

Also move from SS to AS:

Lotus

Elise (non supercharged) (2005-2011)

Exige (non supercharged) (2006-2011)

#22570 Please Classify Lexus IS200t/Turbo (2016-17)

Per the SAC and SEB, change the following listing in Appendix A, class DS:

DS

Lexus

~~IS350 (2006-2017)~~

~~IS250 (2006-2015)~~

~~IS300 (2001-2005)~~

IS (all) (exc IS-F)(2001-2017)

Street Touring

#18052 Change In Classification or Concessions for the 370z in Street To

The STAC and SEB recommend the following.

Move from STR to STU:

Nissan

370Z (non Nismo)

#21408 Making ST Hot again

Modify 14.3 and 14.4 as shown:

"14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

STS (AWD), STR (AWD).....225

STH (AWD), STX(AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STH (2WD),STX (2WD), STU (AWD).....265

STU (2WD, front-engine).....285

STP (all).....315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STS, & STR (AWD).....7.5

STH (ALL).....9.0

STX & STR (2WD)…….....9.0

STU, STP (all).....11.0"

#21796 Please evaluate and reclass Porsche 986S and 987S

The STAC is recomending the following proposed class changes for Porsche MR platforms.

Move *from STU to STR*:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-2004)

Cayman (987.1) (2006-2008)

Street Prepared

#21897 Street Prepared Porsche 944 Error

The SPAC and SEB recommend the following change to the 944 listing in Appendix A, class BSP:

BSP

Porsche

944 (all incl. Turbo *except 8v*)

#22032 Please update SP fuel section 15.10 allowances for #17062

The SPAC and SEB recommend that the following language be added to section 15.10.C, Engine and Drivetrain:

"*5. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.*"

Street Modified

#21288 engine swaps shouldn't have to match chassis manufacturer

Given the performance potential of modern engines, engine controls, and turbo/ supercharging systems , and a desire to simplify the rules, the SMAC and SEB are recommending the following revisions to section 16.1.D.1:

"Engine blocks (or housings of rotary engines) must be a production unit ~~manufactured and badged the same as the original standard or optional engine for that model~~ *that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150lb weight penalty in addition to all weight calculations in appendix A*. ~~Badges~~ *Brands* that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes~~ brands related only at a corporate level are not recognized as equivalents *and will be subject to the weight penalty referenced above.* ~~Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

Prepared

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

Remove the following listing from Appendix A, class EP:

Appendix A:

E Prepared (EP)

Isuzu

~~Sports Coupe~~

Comment: 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. This is an oversight from the DP/EP/GP reorganization.

#21866 Allowance of Aluminum Head for Ford Kent Crossflow 1600cc

Add to the TVR Vixen listing in Appendix A, class DP, as follows:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

Comment: The PAC feels that allowing the Formula Ford Kent Pierce aluminum cylinder head to be used in the TVR 1600 will not cause an imbalance in D-Prepared. The aluminum head is 19 lbs. lighter, but makes no additional power. This allowance will make sourcing replacement parts easier.

Modified

#21231 Rear anti roll bar on Solo Vee

In order to restore consistency with the current GCR wording, CM section C.7.c is to be changed as follows:

"Springs, shock dampers, their actuation*, anti-roll bars,* and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber."*

Change Proposals

Street Touring

#14648 ECU Clarification

The SEB published a response to this topic in the January 2017 Fastrack, to create an enforceable rule. Under the existing rule, members may run a proprietary and copyrighted tune that the SCCA has no ability to review in detail. The proposal expanded the ECU and tuning allowances in ST to allow any ECU - including "standalone" computers - and any programming.

After considering feedback from the membership the SEB has revised the proposal by adding limitations. Open tuning is still part of the proposal but we are limiting the use of a "standalone" computer. Following is the revised proposal.

Change section 14.10.F as follows:

"14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. ~~These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered.~~ Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. ~~Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.~~ Only ~~OE~~ sensors equipped from the factory may be used for engine management. ~~Data acquisition modifications to the wiring and ECU are permitted~~."

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

"*1. For all model years, the following allowances apply:*

a. The OE ECU may be reprogrammed without restriction.

b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

c. Ignition timing may be set at any point on factory adjustable distributor ignition systems.

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible

with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.

b. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU / PCM operation. Example: fuel controllers that modify the signal coming from an airflow sensor.

c. VTEC controllers and other devices may be used which alter the timing of factory electronic variable valve systems.

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Tech Bulletins

Street

#20511 Adding new cars to SSR

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

SSR

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro SS 1LE (V8) (2017)

Camaro ZL1 (2017)

Corvette C7 Grand Sport (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)

Mustang Shelby GT350R (2016)

Mustang Shelby GT500 (2007- 14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

Cayman GT4 (non-Clubsport) (2016)

911 (except R, Turbo, Turbo S, GT2 (all), GT3 (all)) (2015-2017)

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | October 3, 2017
The following decisions were made:

Member Advisory
ST
1. #22836 (Super Touring Committee) STAC Seeking New Members for 2018 Rules Season
Those interested in serving on the Super Touring Advisory Committee should submit their resume through crbscca.com.

No Action Required
GCR
1. #22586 (Randy Hecker) Waive 5 Minute Enduro Pit Stop for Late Starters
Thank you for your letter. The GCR does not contain local enduro rules. This should be discussed with the host region of the event.

2. #22601 (Jason Stine) Divisional Points/Championships
Thank you for your letter. Your suggestion will be discussed by the CRB, Board of Directors, and the National Staff.

3. #22669 (Brian Ghidinelli) Digital Logbooks
Thank you for your letter. The CRB thanks you for your suggestion. The CRB will contact you to further discuss your proposal and will seek feedback from the Executive Stewards.

Not Recommended
B-Spec
1. #21879 (Dan and Jake Pipal) Allow Alternate Ring Gear and Countershaft Gear for the Mazda 2
Thank you for your letter. The CRB does not recommend this change.

2. #21982 (B-Spec Committee) Allow Alternate Final Drive for the Toyota Yaris (07-12)
Thank you for your letter. The CRB does not recommend this change.

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.

GCR
1. #22596 (Laurie Sheppard) Request wording change to GCR 7.2.G.1. Length of Probation
Thank you for your letter. Change 7.2.G.1:

1. Length of Probation
Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA Club Racing event ~~sanctions~~ *weekends*.

2. #22622 (John Nesbitt) Inconsistency in License Upgrade Provisions
Thank you for your letter. Change Appendix C. Table 1.:

Complete School Requirements +3 Regional Race weekends. All in prior 24 months. ~~Note: 1 SCCA Time Trial Level 1,2 and 3 events may be substituted for 1 of the Regional Race events.~~ Appropriate Officials' Signatures on Permit

GT2

1. #22576 (Gordon Leslie) 4 Valve Pontiac Engine V6 3564cc
Thank you for your request. Add to the Pontiac specification line: *DOHC 94x85.6 3564cc Alum head, cross flow, 4 valve per cyl, unrestricted, 2280. Direct Injection not permitted.*

Taken Care Of
GCR
1. #22667 (Rodney Dykhouse) Seeing Yellow Article in October 2017 Issue of Sportscar Magazine
Thank you for your letter. Please see the response to letter #20619, September 2017 Fastrack Minutes. If approved by the Board of Directors, this rule will be effective 1/1/2018.

2. #22668 (John (Jack) Kish) Yellow Flag Rule
Thank you for your letter. Please see the response to letter #20619, September 2017 Fastrack Minutes. If approved by the Board of Directors, this rule will be effective 1/1/2018.

What Do You Think
GT1
1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
Should GT1 allow Fuel Injection in addition to the current carburetors?

If so, should the GTAC and the CRB specify an “off the shelf” throttle body kit, complete with ECU from the
aftermarket?

This would be a direct replacement for the carburetor, and the carburetor could still be used.. Please send
your feedback through the CRB letter system at crbscca.com.

RESUMES
None.

ROAD RACING TECH BULLETIN

DATE: October 20, 2017
NUMBER: TB 17-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/1/2017 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
None.

GCR
None.

Grand Touring
GT1
1. #22708 (Grand Touring Committee) TB GT1 wheel width clarification

In GCR section 9.1.2.E.1.b.3, clarify the rim width weight reduction as follows:
"All cars competing on ten (10) inch wide rims *or less*. may reduce the listed weight by fifty (50) pounds."

GTL
1. #22670 (Andrew Nelson) BMC through Rover error/omission in GCR spec line June 2017

In GTL, Mini/Sprite/Midget (Alum. Crossflow), change the weights as follows:

1275 @ ~~1680~~ *1810*
1380 @ ~~1760~~ *2010*
1399 @ ~~1780~~ *2050*

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
None.

Touring
None.

SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 87
Sedat Yelkin vs. SOM COA Ref. No. 17-01-RO
September 30, 2017

FACTS IN BRIEF

Following the Formula Atlantic (FA) race at the 2017 National Championship Runoffs on Friday, September 29, 2017, Sedat Yelkin (FA #17) protested Keith Grant (FA #40) for allegedly passing William B. Niemeyer, Jr., driver of Prototype 2 (P2 #65) at Turn 5 under yellow flag conditions. The SOM, Larry Svaton, Jeffrey Niess, and Cathy Barnard, Chairman, met, interviewed witnesses, reviewed video evidence, and determined that the pass had been completed prior to the plane of the yellow flag indicating the no passing zone for Turn 5. Mr. Yelkin was notified of the decision at 5:10 PM on September 29, 2017.

Mr. Yelkin and his team vacated the track on Friday afternoon without filing an appeal of the SOM's decision. On September 30, 2017, Mr. Yelkin sent an email to Eric Prill, Vice President and Chief Operations Officer for SCCA and Costa Dunias, event Chief Steward requesting review of video evidence provided by Mr. Yelkin. At the request of the Chief Steward, the Court of Appeals (COA) agreed to review his email petition and determine if he had grounds for filing a late appeal.

DATES OF THE COURT

The COA, Rick Mitchell, Spencer Gorham, and Laurie Sheppard, Chairman, met on September 30 and October 1, 2017 to discuss Mr. Yelkin's petition and investigate his claims.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Email to Chief Steward Costa Dunias from Sedat Yelkin, dated Sept. 30, 2017.
2. 2017 SCCA Runoffs Supplemental Regulations, published online prior to the opening of Registration on Sept. 20, 2017.
3. 2017 SCCA Runoffs Driver Advisor Report, completed Sept. 29, 2017.
4. Interview of Cathy Barnard, CSOM, on Oct. 1, 2017.

FINDINGS

After receiving notice of the ruling on his protest, Mr. Yelkin considered appealing the SOM decision. He met with Driver Advisors Terry Hanushek and James Foyle at Indianapolis Motor Speedway to initiate the process but did not complete a written appeal nor pay an appeal fee. Mr. Yelkin's team members were present during the discussion with the Driver Advisors.

In his email, Mr. Yelkin stated he was told he had until the end of the event on Sunday, October 01, 2017 to file an appeal. The COA notes that section 12.4. of the Runoffs Supplemental Regulations states that appeals must be submitted to the Competitor Services Center within 60 minutes after the announcement of the SOM decision. The COA interviewed Ms. Barnard who testified that Mr. Yelkin was told that all actions had to be completed prior to the close of the event but that appeals must be initiated within 60 minutes of notification of the SOM decision. In addition, Mr. Yelkin was provided that information in writing. The COA reviewed the Driver Advisor Report which states that Mr. Yelkin and his team left without taking action on his intent to appeal. The results of the FA race were posted as final on September 30, 2017 at 11:00 AM.

The COA finds that the protest of Mr. Grant by Mr. Yelkin is closed to further review. All actions and decisions on this matter were properly adjudicated per the GCR and event Supplemental Regulations. The Supplemental Regulations were published and distributed to the competitors

prior to commencement of the National Championship Runoffs.

DECISION
The COA respectfully declines to hear Mr. Yelkin's petition for review.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 109
Oscar Jackson vs. SOM COA Ref. No. 17-02-RO
October 1, 2017

FINDINGS OF THE COURT

On October 1, 2017, following the SCCA National Championship Runoffs race for Touring 4 (T4) at the Indianapolis Motor Speedway, a Request for Action (RFA) was filed to investigate contact between Oscar Jackson, T4 #46, and Chi Ho, T4 #07, at turn 9. The contact was the nose of #46 into the tail of #07, causing #07 to spin and continue at the rear of the field. Mr. Ho retired from the race with mechanical issues on the following lap.

The Stewards of the Meeting (SOM), Fred Brinkel, Bill Blake, and Kevin Coulter, Chairman, met, reviewed video evidence, and heard testimony from both drivers. The SOM determined Car #07 spun as a result of two contacts from Car #46 in corner 9. Based on testimony, video evidence from Cars #46 and #07, video from a trailing car, broadcast video provided by IMS/ SCCA, and accompanying audio, these contacts were determined to be avoidable and a violation of General Competition Rule (GCR) 6.11.1. (On Course Driver Conduct). The SOM assigned Mr. Jackson a penalty of loss of three (3) finishing positions on the final race results and two (2) points were assessed against his competition license. Mr. Jackson appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Michael West, Chairman, met on 10/1/2017 at the Indianapolis Motor Speedway to review the evidence, hear testimony, and render a decision on this appeal.

DOCUMENTS

1. Appeal letter from Oscar Jackson, received October 1, 2017.
2. Testimony from Oscar Jackson, received October 1, 2017.
3. Testimony from Heyward Wagner, received October 1, 2017.
4. Video and documents relied upon by the SOM, received October 1, 2017.
5. Testimony from Kevin Coulter, Chair SOM, received October 1, 2017.

FINDINGS

The COA heard testimony from Mr. Jackson, Mr. Wagner, Mr. Coulter, and fully reviewed all evidence (videos and documented testimony).

Mr. Jackson asked the COA to hear Mr. Wagner because he understood Mr. Ho stated it was a racing incident in a broadcast interview conducted by Mr. Wagner just after Mr. Ho retired. Based on his understanding of what was said in the interview, Mr. Jackson felt the event officials had incorrectly taken action if Mr. Ho felt it was a “racing incident.” Mr. Wagner clarified that Mr. Ho did not state it was a “racing incident” during the interview.

Following an exhaustive review of all the evidence and full consideration of Mr. Jackson’s additional testimony, the COA determined the SOM reached a fair and reasoned decision in finding him in violation of GCR 6.11.1. The penalty assessed by the SOM was within their authority and reflects a sound application of GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the decision of the first court in its entirety. Mr. Jackson’s appeal is well founded and the appeal fee, less the administrative amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Timothy Jenurm vs. SOM COA Ref. No. 17-20-SE
September 25, 2017

FACTS IN BRIEF

On August 6, 2017, following the Group 4 race at the Daytona Double SARRC event at Daytona International Speedway, Willie Phee (ITS #74) filed a Protest charging Timothy Jenurm (ITS #59) with multiple violations of General Competition Rules (GCR) 6.11.1.B. and 6.11.1.C.

The Stewards of the Meeting (SOM), Steve Gauding, John Edridge, and Joseph Gandy, Chairman, met, reviewed the evidence, and determined that Mr. Jenurm violated GCR 6.11.1.B. and C. The SOM penalized Mr. Jenurm by disqualifying him from the race and placing him on probation for six (6) race weekends. Mr. Jenurm was notified of the penalty on August 19, 2017. Mr. Jenurm appealed the ruling of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Jerry Wannarka, Chairman, met September 7 and 25, 2017 to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Jenurm, postmarked August 25, 2017 and received Sept. 1, 2017.
2. Official Observers Report and related documents, received Sept. 1, 2017.
3. Video evidence considered by the SOM, received Sept. 1, 2017.
4. Email from Willie Phee, received Sept. 9, 2017.
5. Email response to COA from Martyn Eastwood, received Sept. 15, 2017.
6. Email response to COA from Joseph Gandy, received Sept. 18, 2017.
7. Email response to COA from Neil Harmon, received Sept. 18, 2017.

FINDINGS

Mr. Jenurm voiced concern that the protest by Mr. Phee was not submitted in a timely manner and should not have been accepted. He also alleged that he was not notified of the protest until it was too late to mount a defense. The COA notes that Mr. Phee was granted additional time to complete his protest; Mr. Jenurm should have been immediately notified and was not. The SOM heard testimony from the protestor and his witnesses at the event, but Mr. Jenurm was not notified that the protest was officially filed until August 9, 2017. The COA also found that paperwork submitted from the event was incomplete, inaccurate, and undated further complicating the COA's investigation.

Mr. Phee provided a narrative account of the alleged blocking and submitted video from his car showing the blocking by Mr. Jenurm. The COA also reviewed a full race video from a trailing car. Video evidence confirmed Mr. Phee's accusation of blocking. Mr. Jenurm's claim that he was having mechanical difficulties with his car does not relieve him of the responsibility to control the car. A driver with mechanical issues should move offline so as not to impede traffic.

The COA reviewed the penalty assigned to Mr. Jenurm and determined it to be inequitable. Penalties assigned to other competitors by the first court over the weekend were less severe for equivalent and/or more egregious infractions. The COA modifies the penalty by moving Mr. Jenurm to last in class and reducing the length of probation to three (3) race weekends. Points assigned to Mr. Jenurm's competition license should be reduced from four (4) to three (3) points.

DECISION

The COA finds that Mr. Jenurm did block Mr. Phee's forward progress and right to racing room. The COA upholds the decision of the SOM but modifies the penalty by placing Mr. Jenurm last in class, requiring three (3) race weekends probation, and reducing the points assigned to his

license. Mr. Jenurm’s appeal is well founded and the appeal fee, less the amount retained by the SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Randy Hecker vs. SOM COA Ref. No. 17-21-SE
Mark Paterniti vs. SOM COA Ref. No. 17-23-SE
October 12, 2017

FACTS IN BRIEF

On June 24, 2017, following the ECR/TES Race at Homestead-Miami Speedway, Assistant Chief Steward (ACS) John Anderson filed a Chief Stewards Action (CSA) against Nicole Hecker, driver of Improved Touring S (ITS) #96, for failing to make a required five-minute pit stop during the race. The CSA imposed multiple penalties, moving Ms. Hecker to "Last in Class" and loss of event points for the race. Ms. Hecker protested ACS Anderson's action.

The Stewards of the Meeting (SOM), Lori Vitagliano, Michael Finn, and Pedro Prado, Chairman, met, reviewed the evidence, and upheld the protest. The SOM determined that Ms. Hecker failed to complete a required pit stop after entering the track and invoked Tropical Endurance Series (TES) Rule #4.C. (penalty for short pit stop) to assess the minimum penalty of "Last in Class". The SOM awarded Ms. Hecker 50% of the event points associated with her final finishing position. The official results were published showing Ms. Hecker as finishing third in ITS.

TES season points earned on June 24, 2017 were first published on the Florida Region web site in early August 2017. Upon seeing that Ms. Hecker was awarded points for the June 24, 2017 race, Mark Paterniti, driver of ITS #72 in that race consulted the TES Pointskeeper and discussed options for contesting the points. Mr. Paterniti ultimately wrote a protest against Ms. Hecker citing a violation of TES Rule #16.4. which states that championship points will not be awarded to a car/driver that receives a penalty of "moved to last place in class". The SOM for the June 24, 2017 race met, reviewed the evidence, and reversed their original ruling prior to receiving Mr. Paterniti's protest fee. The COA notes the SOM marked the Hearing and Decision page of Mr. Paterniti's Protest as withdrawn. The SOM submitted the protest and amended decision as an Addendum to the Official Observer's Report.

As a result of the SOM's reversal, all TES championship points previously awarded to Ms. Hecker were removed. Mr. Randy Hecker, father of Nicole Hecker, appealed the amended decision of the SOM that removed the awarded points.

Prior to a decision on Mr. Hecker's appeal, Mr. Paterniti formally withdrew his emailed protest and filed an appeal of the original SOM decision that awarded Ms. Hecker 50% of the points associated with her final finishing position.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Michael West, and Laurie Sheppard (Chairman) met September 25, 2017 and October 5 and 12, 2017 to review, hear, and render a decision on both appeals.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Randy Hecker, received Sept. 20, 2017.
2. Official Observers Report and related documents, received Sept. 15, 2017.
3. Email from TES Pointskeeper, received Sept. 16. 2017.
4. Addendum to Official Observers Report, received Sept. 20, 2017.
5. Copy of Ms. Hecker's 6/24/17 race entry, received from event registrar Sept. 27, 2017.
6. Appeal letter from Mark Paterniti, received October 10, 2017.

FINDINGS

The COA understands that when he protested Ms. Hecker, Mr. Paterniti was attempting to get relief for an allegedly incorrect awarding of TES event points by the SOM at the June 24, 2017 race. The COA agrees that Ms. Hecker did not violate any General Competition Rule,

Supplemental Regulation, or TES rule by receiving points awarded to her by the SOM. The COA therefore supports Mr. Paterniti's withdrawal of his protest and accepts his appeal in its place.

The COA finds that delays occurred due to late posting of season points, communication with various officials, and impacts from Hurricane Irma, all of which were beyond both appellants' control. Both appeals are deemed timely.

The COA notes that the June 24, 2017 race awarded points in both the Southeast Division's Enduro Championship Racing (ECR) series and the TES. The CSA written by ACS Anderson is not specific regarding the series to which the penalty applied, but by upholding Ms. Hecker's protest and applying only a TES rule, the SOM defined the scope of the penalty as applying only to the TES. Ms. Hecker is to receive any awards and points due to her in the ECR series based on her finishing position as published in the official results for June 24, 2017.

Mr. Paterniti's appeal is specific to the awarding of TES points based on Ms. Hecker's penalty for not completing a required five-minute pit stop after having started the race. Mr. Paterniti cites TES Rule #16.4 which states: "Championship points will not be awarded to any car/driver that receives a penalty of 'moved to last place in class'."

The COA notes that the June 24, 2017 event's Supplemental Regulations states: "These events are governed by …Current TES & ECR rules…" The Supplemental Regulations contained a link to the TES rules and stated: "Competitors are responsible for obtaining the Rules and Regulations." The Supplemental Regulations further state: "Series points will be awarded for the finishing positions in accordance with the GCR for the ECR series and in accordance the TES Rules for the TES series."

Based on the event Supplemental Regulations, the COA finds that the SOM correctly penalized Ms. Hecker for failure to complete a pit stop per TES Rules #2. and #4.C., but did not have the authority to award any event points in the TES to a competitor who was penalized by being "moved to last place in class".

In addition, GCR 8.2 ([SOM] Hearings and Judgements) states in part: "All parties shall be bound by the decision, subject only to appeal". The COA finds that the SOM lacked the authority to amend their decision on the June 24, 2017 protest by Ms. Hecker once all parties had been notified of the decision and results were made official. Both appeals address this point.

The COA requested and received copies of registration forms and logs showing Nicole Hecker's entry for the June 24, 2017 ECR/TES race. The entry form does not list Randy Hecker as an Entrant for ITS #96, and therefore, Mr. Hecker does not have standing to make an appeal on Ms. Hecker's behalf. His appeal will not be heard.

The COA modifies the SOM's decision from June 24, 2017. Ms. Hecker will receive no event points in the TES series for her third place finish in the June 24, 2017 race.

DECISION
The COA will not hear Mr. Hecker's appeal due to lack of standing. Mr. Hecker's entire appeal fee will be returned.

The COA upholds the SOM's original decision and modifies the penalty to conform to the published rules. The TES season points will reflect "No Points" earned by Ms. Hecker on June 24, 2017. Mr. Paterniti's appeal is well founded and his entire appeal fee is to be returned.

JUDGEMENT OF THE COURT OF APPEALS
Adam Jackson vs. SOM COA Ref. No. 17-22-SE
October 5, 2017

FACTS IN BRIEF

On August 6, 2017, following the Formula F (FF) race at the Daytona Double SARRC event at Daytona International Speedway, Lawrence Hendrickson (FF #175) filed a Protest alleging Adam Jackson (FF #46) violated General Competition Rules (GCR) 6.11.1.A., 6.11.1.B., and 6.11.1.C.

The Stewards of the Meeting (SOM), Steve Gauding, John Edridge, and Joseph Gandy, Chairman, met, reviewed the evidence, and determined that Mr. Jackson violated GCR 6.11.1.A. and B. The SOM penalized Mr. Jackson by placing him on probation for two (2) event weekends. Mr. Jackson was notified of the penalty on August 30, 2017. This action assigned three (3) automatic penalty points to Mr. Jackson's competition license per GCR 7.4. Mr. Jackson appealed the ruling of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Laurie Sheppard, Spencer Gorham, and Rick Mitchell, Chairman, met October 5, 2017 to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Jackson, received Sept. 20, 2017.
2. Pictures of damage of Mr. Jackson's car, received Sept. 21, 2017.
3. Official Observers Report and related documents, received Sept. 21, 2017.
4. Video evidence considered by the SOM, received Sept. 22, 2017.
5. Witness statement from Holly Roberts, spectator, received Sept 21, 2017.
6. Witness statement from Stuart Jackson, received Sept 21, 2017.
7. Time sheet, received October 5, 2017.

FINDINGS

At the event, Mr. Hendrickson's protest was received and witness statements gathered. The protest was not decided until after the event. Mr. Jackson was notified August 30, 2017 of his penalty. Hurricane Irma delayed the filing of the appeal; the COA finds the appeal timely.

There is no dispute that Car #46 and Car #175 had contact. Mr. Jackson was on the left approaching a slower Formula V (FV). Mr. Hendrickson was on the right. Mr. Jackson's camera was mounted on the left side of the car behind his head, so his video was blocked on the right side by his helmet. Mr. Hendrickson's video camera was on his right side and his helmet blocked the scene on the left. The COA found that the witness statements were inconsistent with each other and with the videos presented. The videos do not show the contact, only the results of the contact to each car. Absolute fault cannot be determined from the data available. Both drivers had a shared responsibility to avoid contact, yet contact occurred. They both put their cars in positions on the track that prevented safe racing.

DECISION

The COA vacates the SOM ruling in its entirety. Mr. Jackson's license will be returned to him and all automatic points applied on his license for this action will be removed. Mr. Jackson's appeal is well founded and the appeal fee, less the amount retained by the SCCA, will be returned.

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, Oct 3, 2017
The RallyCross Board (RXB) met via conference call on Oct 3rd. Attending were Ron Foley, Steve Hyatt, Kent Hamilton, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison and Brian Harmer with the National Office.

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

Steve Hyatt called the meeting to order at 7:02pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No report. Refer to items below.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: The only safety incident this month was an injured back from lifting a jack. There was no action required.
  - RX Safety Training Webinar (Macoubrie): Currently each Divisional Steward sets up a program that works best for the Divisional. The Divisional Steward is the responsible party for training. It may be possible to have a nationally available webinar. The training will need to be worked through the Safety Committee and national office. The webinar presenter will also need to get approval of the Division Steward the training is acceptable. It is recommended the webinars be limited to 30 to 50 seats a session and three sessions are held based on time zones. Mark Macoubrie will discuss with Safety Committee and Divisional Stewards.

- Rules Committee (Lightfoot)

Updates: The 2017 R-X Rule Book was updated to include the new windshield rule and posted on the SCCA website. The rules committee will review the community responses to rule suggestions made on www.sccarallycross.com

. The rules committee will make recommendations to the RXB in the next month on rules changes for 2018. A question was also asked on the forum about the rules process. The RXB will develop some additional information about the rules process and post it on the scca.com website in the RallyCross rules section.

- RallySprint Committee (Brielmaier)
  - Updates: Sprint coming up in Northwest.

- National Championship Committee (Macoubrie)
  - Updates: 113 competitors are signed up at the time of the meeting. All classes have seven or more competitors and there is a good spread across all classes. The RXNC- Planning Committee meets next week to finalizing all plans. National Office has a meeting with HPT next week to finalize plans with HPT. There will be a meeting with Event Chiefs to go over the plans for the national championship this week. The run order has been sent out.
  - Marketing for National Championship (Macoubrie) RXB discussed the marketing effort made for the 2017 SCCA DirtFish National Championship.

- Off Course and Miss Gates Rules (Macoubrie) RXB discussed specific scenarios that may occur based on course design and how the rules apply in those scenarios including missed gates and uncorrected course deviations.
- Debead rule clarification Nationals (Macoubrie) RXB discussed how the debead rule is applied at the National events.

- Divisional Steward Liaison (Foley)
  - DRXS meeting: Divisional Steward meeting was held Thursday September 28th. The Division Stewards discussed the 2017 SCCA DirtFish National Championship. The stewards were interested in what would be provided in the way of banners, shirts and trophies. The stewards are also interested in what the safety steward renewal process will be and how the safety stewards are trained and approved by the divisional stewards. Each steward has a unique program based on the needs of the division. There is concern that training done at a national level may not work with the divisional programs.

- Growth and Development Committee (Hamilton)
  - Updates: No update.

4. Old business:
   - National Convention (Hyatt)
     - The national convention will be January 18-20, 2018. The RXB plans to meet all day on the 17th and the morning of 18th for their annual face to face meeting.

5. New business:
   - 2018 RXB (Hyatt): Ron Foley will retire from the board at the end of 2017.
   - Southeast Divisional Steward (Hyatt): Charles Wright has resigned as Southeast Divisional Steward effective immediately. The RXB thanks Charles Wrights for his years of dedication and support to grow the RallyCross program. Leon Drake has been recommended to replace Charles Wright at the Southeast Divisional Steward. Steve Hyatt nominated Leon Drake for Southeast Divisional Steward. Kent Hamilton seconded the motion. Leon Drake was confirmed unanimously by a 7-0 vote of the RXB. Steve Hyatt will notify Leon of the approval.

6. Motion to adjourn: 8:04 pm CST
7. Next RXB Meeting November 7th, 2017.

Sports Car Club of America
***RoadRally* Board Minutes**
October 12, 2017

The RoadRally Board met via conference call on October 12, 2017; meeting called to order at 7:33 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, BOD liaisons Earl Hurlbut, Bob Dowie, Lee Hill, BOD Chairman, secretary Jeanne English, Jamie Mullin SCCA Staff, guest Pego Mack. Not present: Mike Thompson, NEC chairman.

Conference call logistics: Attempting to use SCCA conference calling system. Jamie has provided the logistics information. The conference call will start at 7:00 but the business meeting won't start until 7:30.

1. Approval of September minutes – stand as published.
2. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. Cheryl put out a September issue the week after the USRRC. Another fine issue with articles focusing on the USRRC. Call for 2018 RRB members was made there, and on the Yahoo forum this week. Rich's column included mention that an RRB position is open, but he has gotten no responses. Cheryl has asked Peter to write an article about the Safety Steward process.
3. SCCA Staff Report (Jamie)
    a. Course Championship standings of 10/5 posted online? yes
    b. Other items from SCCA HQ? - post Safety Steward items from Peter
    c. 2018 SCCA Convention Logistics and Schedule (Rich) - registration opens at the end of October; we (RRB) will finish on Sunday by 11 am
4. NEC Report (Mike)
    a. Recent National events.
    b. Upcoming Nationals – Northern California and Southern California; all events ready to go
    c. USRRC Report – Jeanne reported on her experiences at the USRRC – bottom line is that she liked it and would do it again (amazing scenery!).
    d. (Old Business): Recommend or standardize use of mobile communications (text/email) in addition to emergency signs. The need for emergency signs on the odo check of a recent National Rally prompted one competitor to wonder if there wasn't a better way, such as email, Facebook or a smart phone app, to get critical messages to competitors in the middle of an event. Rich plans to test this concept on his November events. (Refer to NEC for comment?).
    e. Minimum odo length at 12 miles. Appropriate? Mike T is looking into it.
5. Old Business
    a. 2018 Rule changes: Tonight, we'll vote on each proposal. Proposals which pass tonight will be forwarded to the BOD for December approval.

Move to pass item 1 on to the BOD for approval. R/P/fail (0-5)
Item 1: Remove the restriction that a region may have a maximum of 4 equivalents per series within a 7 day period
Move to pass item 2 on to the BOD for approval. R/J/pass (5-0)
Item 2: required rally equipment, remove the reference to night events.
Move to pass item 3 on to the BOD for approval. R/C/pass (5-0)
Item 3: adding for clarification: If a control immediately follows a traffic control device … a pause will be given…

Move to pass item 4 on to the BOD for approval. R/P/pass (5-0)
Item 4: changes descriptions of Classes L and S. New S description includes: GPS odometers may be used in this Class only if their information is NOT used for any timing calculations.
Items 5 and 6 no longer needed
Move to pass item 7 on to the BOD for approval. R/M/pass (5-0)
Item 7: returns procedure for year-end ties to what it was
Move to pass item 8 on to the BOD for approval. R/J/fail (2-3)
Item 8: year-end standings
Move to pass item 9 on to the BOD for approval: R/J/fail (0-5)
Item 9: when results are due to scorekeeper
Move to pass item 10 on to the BOD for approval: R/J/pass (4-1)
Item 10: remove requirement to enter at least one National rally
Move to pass item 11 on to the BOD for approval: R/C/pass (5-0)
Item 11: worker points
Move to pass item 12 on to the BOD for approval: R/M/fail (0-4-1)
Item 12: move worker points to different class/series
Move to pass item 13 on to the BOD for approval: R/C/fails (2-3)
Item 13: multiple worker points on combination events
Move to pass item 14 on to the BOD for approval: R/P/pass (5-0)
Item 14: generals can be e-mailed
Items 15 and 16 not needed to vote on
Errors and omissions: Add Article 9-E-4 clarification. Add General Instructions to the list of items to be used to follow the course. R/J/pass (5-0)

b. New Road Rally Safety Steward Licensing process.
    i. New process documents are stored on the SCCA web site? Peter's survey got a 66% response; DRRSs Larry Scholnick and Stu Helfer are not instructors but should be. Next month, pass the list of non-actives to Membership
c. Rally development fund.
    i. Budget request submitted October 2 and include in first draft of 2018 budget. Rich thanks our liaisons for their support; Howard will make sure it is in first draft of budget.

6. New Business – none

Meeting adjourned at 9:34pm CDT
Next meeting to be November 9, 2017
Respectfully submitted,
Jeanne English, secretary

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/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED December 2017

BOARD OF DIRECTORS

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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 in Dallas, Texas November 4, 2017.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; Chris Albin, KJ Christopher, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. Jack Burrows was not in attendance.
Michael E. Cobb, President & CEO also participated.
The meeting was called to order by Vice Chairman Helman.
2018 Strategic Framework: President *Mike Cobb presented his Strategic Framework to the BOD for consideration. He will make a presentation at the Convention to the membership.*

2018 Executive Stewards Appointments: Jim Rogaski will remain as Chairman for 2018, all members remain the same except Fred Brinkel to replace Kathy Barnes.

MOTION: To approve Executive Steward appointments as presented Coleman/Pulliam. PASSED.

NEDiv	Fred Brinkel
SEDiv	Morriss Pendleton
GLDiv	Dan Hodge
SWDiv	Cathy Barnard
RMDiv	Phil Shuey
NorPac	Bill Blake
CenDiv	Kevin Coulter
MiDiv	Dan Miklovic
SoPac	Barbara Knox

Ventures Update: *Helman updated* the BOD on Venture's business

Time Trials Reorg: *Pulliam presented the DTTC›s Charters recommending* to split the program into competitive and noncompetitive areas. The Board agreed this was a good change and would like to have Matthew Yip remain as advisor to staff to determine the best way to reorganize the program. The 2 new groups with will be working with BOD Liaisons and staff moving forward

CRB Action Items

MOTION: To approve CRB proposed rules effective 1/1/2018 except item #21933, 21799 and 22456 which will be sent back to the CRB. Davis/Hurlburt. See **Appendix A** for approved rule changes. PASSED.

Appendix A: CRB Approved Rule Changes

F500

1. **#22380** (September Fastrack - Jack Walbran) F500:Further Limiting Rub Strips
Change 9.1.1.D.9.e:
e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR

#21577 (September Fastrack - Greg Amy) FIA Window Nets
Thank you for your request. Change 9.3.53:
9.3.53. WINDOW SAFETY NETS
Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1.,Label" to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holesin the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

#21682 (September Fastrack - Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier
Thank you for your request. Change Appendix B, Section 1.4:
1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS
Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

#21827 (October Fastrack - Jim Wheeler) Review Section 9.1.12. Cars Run in the Proper Class
Thank you for your letter. Change 9.1.12.B.:
B. Cars should not be run in classes and/or categories for which they were not designed or intended. *For non-Runoffs eligible classes,* ~~T~~*t*he Race Director or Chief Steward must approve

the proposed classification. He will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

#22476 (October Fastrack - GCR Committee) Use of SCCA Online Drivers Ground School Module
Thank you for your letter. Add to Appendix C., 2.12:
2.12 Online Drivers School Tutorial
SCCA Drivers Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.

#22548 (October Fastrack - John LaRue) Black Flag Re-Start Procedure
Thank you for your letter. Change 6.8.A. and B.:
6.8. RESTARTING A RACE
If a race is stopped, the Race Director or Chief Steward may:
A. *Under full course yellow flags,* ~~R~~*r*estart in the original starting order. (See 6.7.2.)
B. *Under full course yellow flags*, ~~R~~*r*estart the cars single file in the physical order they crossed the control line on the last completely scored lap.

#22579 (October Fastrack - GCR Committee) Remove Participation Level Requirements for Worker Licenses
Thank you for your letter. Replace Appendix C.,1.3.D.:
~~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. License renewal requirements are defined in each of the specialty manuals.

#22596 (November Fastrack - Laurie Sheppard) Request wording change to GCR 7.2.G.1. Length of Probation
Thank you for your letter. Change 7.2.G.1:
1. Length of Probation
Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA club Racing event ~~sanctions~~ *weekends*.

#22622 (November Fastrack - John Nesbitt) Inconsistency in License Upgrade Provisions
Thank you for your letter. Change Appendix C. Table 1.:
Complete School Requirements +3 Regional Race weekends. All in prior 24 months. ~~Note: 1 SCCA Time Trial Level 1,2 and 3 events may be substituted for 1 of the Regional Race events.~~ Appropriate Officials' Signatures on Permit

GT2
1. **#22457** (October Fastrack - Tom Patton) GT2 Sunbeam Tiger Cam Follower Request
Thank you for your letter. Add to Notes for GT2 Engines-Sunbeam: *Allow roller cam followers.*

2. **#22576** (November Fastrack - Gordon Leslie) 4 Valve Pontiac Engine V6 3564cc
Thank you for your request. Add to the Pontiac specification line: *DOHC 94x85.6 3564cc*

Alum head, cross flow, 4 valve per cyl, unrestricted, 2280. Direct Injection not permitted.

GT3

1. #**22406** (October Fastrack - Chris Howard) Allow the Mazda 2.5 to use the 2.3 Crankshaft
Thank you for your letter. Add to the Notes for the Mazda MZR/L5-VE Engine: *Allow 2.3L 94 mm stroke, 2339 CC crankshaft.*
The performance of this engine crankshaft will be monitored for its performance and adjusted as needed.

SM

1. #**22480** (September Fastrack - Spec Miata Committee) Clarify/Update Differential Repair Rule
Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4

1. #**22469** (September Fastrack - Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza
Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:
WheelSize(in.)/Mat'l:
~~16 x 7~~ *17 x 7*

MOTION: To adjourn. PASSED.

SOLO EVENTS BOARD | October 25th

The Solo Events Board met by conference call October 25th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie and Earl Hurlbut of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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 Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Junior Kart

#21485 Rule Change from Jr. Kart Review Committee for 2.2.D

Kart Review Committee recommends the following rule change to 2.2.D. with an effective date of 1/1/18.

Add the following sentence -

"All hazards to karts around the perimeter of the course should be clearly marked and visible to kart drivers. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs."

#21486 Rule Change from Jr. Kart Review Committee for 3.3.3.A

The Kart review Committee recommends the following rule change to 3.3.3.A with an effective date of 1/1/18.

Insert the italicized sentence --

"An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. *Annual Safety Inspection is not permitted for Junior Karts, they must be inspected at each event.* When a vehicle has completed the requirements for an Annual Safety Inspection, an official ……."

#21487 Rule Change from Jr. Kart Review Committee for Appendix H

The Kart Review Committee recommends the following rule change to Appendix H, II.B.2 effective 1/1/18.

Add the italicized sentence.

"Conduct an additional driver's meeting for the Junior Drivers. *Review safety procedures for drivers and provide a written copy of procedures to each driver. "*

#22006 Safety rule for clutch karts started on ground

Add new subsection 19.2.H as follows:

"19.2.H SAFETY PROCEDURES

19.2.H.1 Centrifugal clutch-based karts with both rear tires on the ground may not be started without a driver sitting in the seat."

#22007 Safety rule for karts running on stand

Add as part of subsection 19.2.H as follows:

"19.2.H.2 When a kart is running on a kart stand with the rear tires spinning, no minor may be less than 3 feet away from the rear tires."

#22008 Safety rule for pedal extensions

Add new section 19.2.C.4 as follows:

"4. Pedal extensions must be positively secured to prevent movement out of position such as a through-bolt, machined flatten surface with a set screw, bracket, etc. Cylinder or round type pedal extensions are exempt. Any change once competition has started must be inspected by the Youth Steward."

Street

#20102 Replacing Electronic Shocks

Replace 13.5.A.5 with:

Electronically controlled shocks may not be used on vehicles *that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory.*

Add 13.5.A.6:

Vehicles equipped with electronic shocks can replace them with non-electronically-controlled shocks subject to Section 13.5 rules and section 13.9 rules. ***Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function.***

Add 13.5.A.7:

On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the the OEM controller may not be modified or reprogrammed.

Note: boldface wording in 13.5.A.6 is copied from Appendix F

Street Touring

#21408 Making ST Hot again

The following class listings proposal is being recommended for new class STH. Listings for models shown as being moved into this class will be removed from their former classes.

Street Touring Hot Hatch (STH)

Limited-slip differential rules are as per class STX.

Audi

A3

A4

TT quattro

A4 (1.8T) TT Coupe & Roadster (FWD)

Chevrolet

Cobalt (2.0T)

Sonic (Turbo) (2012-15)

Dodge

- *Dart (1.4L Turbo) (2013-16)*
- *SRT-4 (2003-05)*

Eagle

- *Talon Turbo (AWD)*

Fiat

- *500 Abarth 500 Turbo (2013-16)*

Ford

- *Fiesta ST*
- *Focus ST*

Hyundai

- *Genesis (2.0L Turbo) (2010-12)*
- *Veloster (2012-16)*

Kia

- *Forte (Turbo)*
- *Forte Koup (Turbo)*

Mazda

- *MazdaSpeed3*
- *MazdaSpeed6*
- *MazdaSpeed Protégé*
- *323 GT & 323 GTX*

Mitsubishi

- *Eclipse Turbo (AWD)*
- *Lancer Ralliart (2008-10)*

Nissan

- *Juke (2011-16 Turbo and R)*

Pontiac

- *G5 (2.0L Turbo)*

Subaru

- *Forester XT (2003-08)*
- *Impreza WRX (non-STI) (2002-16)*
- *Legacy GT (2005-08)*

Volkswagen

- *Beetle (1.8T & TDI)*
- *Golf (1.8T)*
- *Golf & Jetta (TDI) (2007-15)*
- *Jetta (1.8T)*
- *Passat (1.8T & TDI)*
- *Beetle (2.0T)*

Golf, Golf R, GTI (2.0T)

Jetta (2.0T)

Passat (2.0T)

Volvo

240 Turbo (1981-85)

C30

Prepared

#15375 Limited Prep rules cleanup

The PAC is recommending the following changes to the Limited Prepared rules. The changes remove unnecessary restrictions that have limited impact on the competitiveness of a vehicle. These changes also ease the transition from Street Touring into Limited Prepared Category.

"17.5.D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~

2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

~~1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~

~~2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.~~"

#18207 17.2.O - Front Spoilers

The PAC recommends the following changes to more clearly define and limit what a front spoiler/splitter is.

"17.2.O. The standard OE front spoiler or a non-standard front spoiler*/splitter* may be used. If a non-standard front spoiler*/splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical*

air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed."

#20237 Mid/Rear engine car weight penalty

The PAC recommends adding the following lines to Appendix A sections:

D Prepared

Weight adjustments (lbs):

Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement)

F Prepared

Weight adjustments (lbs):

Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement)

KM

#21503 Kart Tech sheet update

Add new section 19.1.A.6 as follows:

"*6. The following chassis connections must be secured by either nylock nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, keps nut, nord-lock, or other manufacturer provided locking mechanism :*

- Tie Rod end bolts.

- Kingpin bolts

- Spindle nut attaching front wheel

- Steering wheel to hub bolts

- Steering hub to shaft bolt

- Steering shaft to chassis

- Throttle pedal pivot to chassis

- Brake pedal pivot to chassis

- Master cylinder to chassis bolts

- Caliper(s) to chassis bolts

- Brake pad retaining rods (if applicable)

- Brake rotor to hub (if applicable)"

Member Advisories

Junior Kart

#21194 Kill switch for Junior karts

All junior karts must have a functioning ignition kill switch that is reachable by the driver when seated normally. The ignition kill switch shall be located on the steering wheel, near the top of the nassau panel, or on the frame between the driver and gas tank.

Street

Committee Personnel

The SAC is anticipating vacancies and members interested in serving on this committee are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.

com

#22786 Tire Treatments

Per 13.3 there is no allowance for applying any sort of performance enhancing chemical treatment or traction modifier to the tires and it would therefore be prohibited in the Street category.

Street Touring

Committee Personnel

The SEB thanks Robert Irish for his service as a member of the STAC.

Prepared

Committee Personnel

The PAC is anticipating vacancies and members interested in serving on this committee are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Modified

Committee Personnel

The SEB has approved the addition of Tom Ellam to the MAC.

Change Proposals

Street

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC would like member feedback on the following proposal:

Move from BS to CS

Honda

S2000 (exc CR)

#22613 Comprehensive Street Reclass for Lotus Evora

The SAC would like member feedback on the following changes to Appendix A:

Move from SS to AS

Lotus

Evora S

Move from AS to BS

Lotus

Evora (Non S)

#22772 #20102 Replacing Electronic Shocks

Thank you for your input. Please see response to letter #20102.

The SAC is concerned about the potential of unintended consequences to open electronic shock controller rules as the aftermarket is just getting started with this technology. To get a better understanding of the options and performance potential of allowing replacement electronic shock controllers in Street, the SAC would welcome additional member feedback regarding including such an allowance in the future.

#22882 Move RX-8 from CS to DS

The SAC would like member feedback on the following class change proposals for 1/1/2019:

Move from BS to DS

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from CS to DS

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

Other Items Reviewed

General

#22491 Support for Proposed Sound Regulations

Thank you for your input.

Junior Kart

#14459, 14460, 14461, 14470, 17606 Junior Kart Kill Switch Input

Thank you all for your inputs. Kill switches will be required for 2018 for Junior classes.

Street

#22603 AP1 S2000 move from B Street to C Street

Thank you for your input. See the response to letter #22526.

#22606 The C-Street Conundrum

Thank you for your input. See the response to letter #22526.

#22643 Civic Type R to DS is inconsistent with recent class decisions

Thank you for your input. Please see the response to letter #22624

#22679 Crazy? ND to BS?

Thank you for your input. See response to letter #22526.

#22713 Keep the Camaro 2.0T in DS and add the CTR to DS

Thank you for your input. Please see the response to letter #22624

#22721 New Civic SI from Showroom faster than M2! Make BS Great Again!

Thank you for your input. Please see the response to letter #22624.

#22726 Replacing Electronic Shocks - Proposal #20102

Thank you for your input. Please see the response to letter #20102

#22727 Octane Rating - Proposal #21094

Thank you for your input. Please see the updated version of item 21094 in the November Fastrack.

#22764 D Street health and proposed classing

Thank you for your input. Please see response to letter #22882.

#22785 +/-1 wheel allowance in SSR

Thank you for your input

#22809 Classify Saab 9-3 AERO

Thank you for your input. The Saab 9-3 Aero is covered under the NOC listing for Saab turbo models in GS.

#22810 SS & SSR classes

Thank you for your input.

#22813 Honda Civic Type-R Observations

Thank your for your input. Please see the response to letter #22624

#22844 RX8 Classification

Thank you for your input. Please see item #22882.

Solo Spec Coupe

#22680 Comments on SSC

Thank you for your input.

Street Touring

#22331, 22336, 22337, 22339, 22340, 22353, 22355, 22358, 22413, 22453 Feedback regarding item #18052 (370Z to STU)

Thank you for your input. Item 18052 has been recommended to the BOD, per the November Fastrack.

#22466 ECU and Octane Limits

The STAC would like to thank you for your input.

#22514 Who comes up with these ST Class names?

The STAC would like to thank you for your input.

#22527, 22542, 22550, 22561, 22767, 22800, 22804 Feedback regarding item #21408 STH proposal

The STAC would like to thank you for your input. Please see the final STH classing proposal in item #21408.

#22585 Street Touring ECU Tuning

The STAC would like to thank you for your input.

#22589 SEB Explanation as to

Thank you for your additional input.

#22787 open boost ecu changes etc.

The STAC would like to thank you for your input.

#22739 STP Can Go Now...

The STAC would like to thank you for your input.

#22816 Street Tuner Class in Street Touring

The STAC would like to thank you for your input.

Not Recommended

General

#22520 Noise limit

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

#22604 We are the 99%

Thank you for your input.

#22605 The Regions are the 99%

Thank you for your input.

#22729 Let's Talk About Sound

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22209 Class 2018 Focus RS in A Street

Thank you for your input. The SAC believes that the changes to the 2018 Focus RS do not warrant a separate classing from the 2017 models.

#22677 Reclass Subaru Impreza 2.5 (non-turbo) from GS to HS

Thank you for your input. The SAC feels that the Impreza 2.5 is appropriately classed.

#22806 Move BMW 1M from BS to AS

Thank you for your input. The SAC believes the 1M is appropriately classed.

#22822 Please can we not go through with the octane rule

Thank you for your input. Please see November Fastrack item #21094.

#22823 From the other side of the pond

Thank you for your input. The US version of Lancia Scorpion is classed in HS. The Lancia Delta was never available in the US and is therefore not eligable for national competition and will not be formally classed. Regions are free to class such cars as they feel appropriate for local competition.

#22871 Roll Cage Installation

Thank you for your input. The SAC does not recommend expanding upon the current roll cage rule in 13.2.G.2.

Street Touring

#22235, 22244, 22269, 22271 Feedback on STU, Porsches, wheel/tire sizes

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to increase the wheel and tire size without any real-world data from the use of these cars in competition.

#22640 Throttle Body Restriction

The STAC would like to thank you for your input. This change is not considered

consistent with category philosophy.

#22653 S2000 valve spring retainers

The STAC would like to thank you for your input. This change is not considered consistent with category philosophy.

#22768 Put

The STAC would like to thank you for your input. The STAC does not feel adding the proposed cars to STP would be in the spirit of the class or beneficial to the category.

#22780 NA generation Miata classing

The STAC would like to thank you for your input. Torsen limited-slip differentials are not considered consistent with the classing structure within the current STS, or with the feedback given by the membership on letter# 19179 published in the June 2016 Fastrack.

#22812 Allowance for differential

The STAC would like to thank you for your input. Letters may be submitted at any time to ask for a class change for cars classed in Street Touring. Cars classed in Street Touring category will not be classed for competition in multiple classes within that category.

KM

#22447 ICC Electric Start Shifter

The KZ10ES engine is not considered legal because it is not homologated.

Handled Elsewhere

General

#22544, 22627, 22700, 22745, 22754, 23105 Feedback regarding Sound Regulations

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22563 2017 86/brz Classing

Thank you for your input. Please see the response to letter #22797

#22616 2018 Ford Focus RS Limited Edition in BS class

Please see the response to item #22209

#22621 Re-class Honda S2000 (non CR)

Please see the response to item #22526.

#22626 Civic Type R classing

Please see the response to item #22621.

#22636 2002-2008 WRX to GS

Thank you for your input. Please see item #22882.

#22775, 22776 Electronic Shocks

Please see the response to item #20102.

#22846 Please unbury the Honda S2000 in National Solo

Thank you for your input. Please see the response to item #22526.

Street Touring

#22253 Move Nissan 370Z from STR to STU

Thank you for your input. Please see the response to letter #18052 in the November Fastrack.

#22452 370Z to STU

Thank you for your input. Please see item #18052, which has been recommended to the BOD per the November Fastrack.

#22483 Cayman S / Boxster S

Please note that these cars were classed in the June 2017 Fastrack in response to letter #21796

#22558 981 Cayman / Boxster non-S

Please see item #21796 in the November Fastrack.

Tech Bulletins

General

#22551 Make 4.1.A rules clearer for dumb people

Clarify 4.1.A as follows:

"Drivers in all categories except Kart must possess a currently valid automobile driver's license *or driver's permit*. Driving license or permit restrictions must be followed"

Street

#22612 Request to Classify Chevy Bolt EV: SSF is 1.43

Per the SAC, add the following new listing to Appendix A:

HS

Chevrolet

Bolt

#22624 Honda Civic Type-Arrrg in DS

Per the SAC, add the following new listing to Appendix A:

DS

Honda

Civic Type R (2017)

#22635 2017 BMW m240i x drive classification

Per the SAC add the following new listing to Appendix A:

FS

BMW

M240i (inc x-drive) (2017)

#22642 Class/Clarify Ford Fusion Sport (2017-2018)

Per the SAC, add the following new listing to Appendix A:

GS

Ford

Fusion Sport (2017-2018)

#22686 Classing request for ZI1 1LE

Per the SAC, add the following new listing to Appendix A:

SS

Chevrolet

Camaro ZL1 1LE (2018)

#22691 Saturn Ion Classing

Clarify certain Saturn Ion listings in Appendix A as follows:

GS

Saturn

Ion Redline ~~(turbo)~~

HS

Saturn

Ion ~~(non-turbo)~~ *(NOC)*

#22737 Class the Evora 400

Per the SAC, add the following new listing to Appendix A:

SS

Lotus

Evora 400

#22773 Classify Elantra Turbo

Per the SAC, make the following clarification to the HS Elantra Appendix A:

HS

Hyundai

Elantra *(inc GT Turbo)* (1990-2018)

#22797 Please consider reclassing 2017+ BRZ/86 to DS

In accordance with the provisions of Section 3.2 in the rulebook, the SAC recommends the following change to Appendix A:

Move from CS to DS

Subaru

BRZ (excluding performance pack)(2017)

Toyota

GT86 (exc all TRD suspension components and TRD wheels)(2017)

#22819 Cadillac ELR Street Class?

Per the SAC, add the following new listing to Appendix A:

GS

Cadillac

ELR (2014-2016)

#22865 2018 Audi TTRS

Per the SAC, make the following addition to the TTRS listing in Appendix A:

SS

Audi

TTRS (2012-2013*, 2018*)

#22869 Please class our car

Per the SAC, add the following new listing to Appendix A:

DS

Mini

Cooper Clubman John Cooper Works All4 (2015-2017)

Street Touring

#22497 14.8.H.2 error?

14.8.H.2 is corrected to read as follows:

"On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or ***F*** may be used, but NOT both."

Modified

#22774 GCR rule reference change: Correction to #22302

The MAC recommends correcting the 17-Sep Solo FastTrack response to letter #22303 GCR rule reference with a minor language change as follows:

Published

"The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ±1"(±25.4 mm)."

Revised

"The measurements for the height, the maximum width (bodywork), and the distance from the tires *to the* sidepods as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ±1"(±25.4 mm)."

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 7, 2017

The Club Racing Board met by teleconference on November 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Peter Keane, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, and Rick Harris, guest. The following decisions were made:

Member Advisory

AS

1. #22964 (American Sedan Committee) New Members for the ASAC
The American Sedan Advisory Committee is seeking new members for the American Sedan Advisory Committee. Please submit your resume through crbscca.com.

Prod

1. #23163 (Production Committee) Resumes
The Production Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

SM

1. #23054 (Spec Miata Committee) Request for Committee Resumes
The Spec Miata Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

STU

1. #23011 (Darrel Stein) STU 13B Allowances
It a competitor wishes to use the 13B rotary in STU, he/she must either run per the chart in 9.1.4.1 Table B, or, if running the 13B with a single turbo (per 9.1.4.1) is used, the competitor must be run per the TIR Chart.
The competitor may not run a Turbo and also take advantage of any kind of porting in a rotary. Approximate power output in STU is 120 WHP per liter of displacement.

No Action Required

AS

1. #22705 (Ted Johnson) Engine Rule Changes
Thank you for your suggestion. For GM cars, the CRB has recommended the LS3 only for the idea in letter #21800 (October 2017 Fastrack Minutes) due to its availability from General Motors. At this time, with this idea under development, the CRB is looking at one engine from GM and one from Ford so BOP considerations have the best chance for judicious implementation. The CRB plans to closely monitor the process, availability, and implementation. If approved, once the new program is well established, the CRB may consider adding additional engines to the program.

FA

1. #22917 (Matthew Gendron) Help the Pro Mazda
Thank you for your letter. Please provide reliable dynamometer data for the configuration described and the CRB will consider your request.

FC

1. #22487 (Robert Wright) Open Wheel Racing in SCCA Club Racing
Thank you for your letter. The CRB appreciates your feedback.

2. #23084 (Scott Vreeland) Spec Tire
Thank you for your letter. Please see the response to letter #23070.

GCR

1. #22675 (Charles Tanck) Require Minimum Weights on All Cars
The CRB has reviewed your request and reviewed the classes that are impacted by this rule and determined that there is no proven need to expand the number of classes required to show their weight on the car, as there are whole classes that all have the same weight for all cars.

FP
1. #22845 (Rick Haynes) Comments From the Runoffs
Thank you for your letter.

HP
1. #22117 (James Rogerson) Provide a Source for Readily Available FWD Dog Ring Gear Boxes
Thank you for your request. The CRB does not recommend particular parts or manufacturers.

SM
1. #22393 (Ralph Provitz) Revise the Contact Rules and Implement Training
Thank you for your letter. The CRB is looking at this issue for all classes.

2. #22557 (Kevin Wenzel) Contact Impound
Thank you for your letter. The CRB is looking at this issue for all classes.

3. #22634 (Orval Brown) Contact article
Thank you for your letter. The CRB is looking at this issue for all classes.

STU
1. #23048 (Patrick Waligore) Input on Letter #22346 (August Fastrack - Charles Tobel)
Thank you for your feedback.

T2-T4
1. #23091 (Darren Seltzer) Procedure for Data Collection for BOP
Thank you for your letter. It will be forwarded to the data team.

2. #23096 (Darius Trinka) Heater Core and Speaker Box Removal for 350Z
Thank you for your letter. The rule is clear as written. Removal of both of these items is already permitted if you are racing your car in SCCA T3 class, and you have a copy of the Spec Z rules. A T3 declared Spec Z car is permitted all modifications allowed in Spec Z rules.

Not Recommended
AS
1. #22757 (Ted Johnson) Engine Rule Changes
Thank you for your suggestion. The CRB has no plans for flat plate restrictors on the carbureted (Full Preparation) cars. The Holley 600 is a restrictor by design, since by definition, the air flow is limited to 600 cfm.

FC
1. #22649 (Robert Wright) Van Diemen Mazda MZR in FC
Thank you for your letter. The CRB does not recommend this change at this time.

2. #23070 (Randall Smart) Spec Tire for 2018 Racing Season
Thank you for your letter. The CRB does not recommend a spec tire for FC at this time but will consider options for the future.

3. #23251 (Formula/Sports Racing Committee) Move F4 From FA to FC
Thank you for your letter. The CRB does not recommend removing the F4 car from FA and creating a spec line in FC.

P1
1. #22977 (Jason Miller) Displacement and Restrictor Change Request for 2-Cycle 6 Cylinder
Thank you for your letter. The CRB does not recommend this change.

P2
1. #22328 (Jay Novak) Move Large Displacement Motorcycle Engines to P1
Thank you for your letter. The CRB does not recommend this change.

2. #22826 (Jay Messenger) Allow Alternate Rods and Camshaft for Ford Duratec in P2
Thank you for your letter. The intent of the P2 rules is to retain the stock engine format except on “grandfathered” engine platforms. The CRB does not recommend this change as it is outside the class philosophy.

3. #22863 (Jay Messenger) Classify Former Pro Formula Mazda in P2
Thank you for your letter. The CRB does not recommend this change.

4. #22978 (Jason Miller) Displacement and Minimum Weight Change Request for 2-Cycle 4 Cylinder
Thank you for your letter. The CRB does not recommend this change.

5. #23056 (Mark Schnell) Duratec/MZR vs. Motorcycle Powerplant Parity
Thank you for your letter. The CRB does not recommend these changes.

EP
1. #22922 (Daniel Rolfe) NIssan 240SX (S13) Weight Reduction
Thank you for your letter. More competition data on this car is required to justify a competition adjustment at this time.

FP
1. #22960 (Keith Church) Help the FP Toyota Corolla
Thank you for your letter. In qualifying at the Runoffs, older 2 valve cars sat 3rd, 4th and 8th on the grid. The 3rd and 4th position cars were MG Midgets that are very close to the Corolla based on displacement to weight. At present and based on the data available it does not appear appropriate to make any adjustments to the FP Toyota Corolla.

HP
1. #22961 (Keith Church) Help the HP Corolla
Thank you for your letter. For the 2017 Runoffs, older 2 valve cars sat 3rd, 6th, 7th and 8th on the grid. Those cars, based on displacement to weight, comp. ratio, valve lift, etc. have specifications very close to the Toyota Corolla. At present and given all the data available there does not appear to be a basis to adjust the HP Toyota Corolla.

Prod
1. #22641 (Chuck Baaer) Change the Window Brace Requirements
Thank you for your letter. The rule is clear and adequate as written.

STL
1. #22656 (Jon Sewell) Allow Acura Type R OEM Head
Thank you for your letter. Porting in STL is not permitted.

2. #22859 (Richard Laughlin) Re-Evaluate Weight Penalty of Rear Wheel Drive Cars in STL Class
Thank you for your letter. Adjustments have been made to the Honda B series engines. Please see response to letter #22938, Technical Bulletin.

STU
1. #22843 (Eric Heinrich) Modify NA STU Large Displacement Adjusters

Thank you for your feedback. The CRB will continue to monitor class performance.

2. #22855 (John Weisberg) Weight Reduction for Cars Not Able to Use the Maximum 245 Tire
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor class performance.

3. #22925 (John Schmitt) K24 NA Adjustment
Thank you for your letter. The CRB does not recommend this change at this time. Other adjustments have been made to STU, and the CRB will continue to monitor class performance.

4. #23000 (Brad McCall) Scion FR-S with Jackson Supercharger - Modify Specification Line
Thank you for your letter. The CRB does not recommend this change at this time. Other changes have been made to STU. Please see the response to letter #21663, Hood Vents, August 2017 Fastrack Minutes. The CRB will continue to monitor performance.

T2-T4
1. #22918 (Darren Seltzer) Clarification for 9.1.9.2.4
Thank you for your letter. The rules are adequate as written. There is no updating and backdating except on a spec line inclusive of the model years.
For example, you may not take Scion FRS bodywork, install on a Subaru BRZ and run as a Scion FRS. These cars are on 2 separate spec lines.

2. #22985 (Darren Seltzer) Limit Rim Width Requirements, Not Tire Sizes
Thank you for your letter . This is not recommended and the rule is adequate as written.

3. #23008 (Darren Seltzer) Runoffs Fuel Requirements
Thank you for your letter. The CRB does not recommend this change at this time.

4. #23193 (Raymond Blethen) Clarify Rules for Suspension Bushings
Thank you for your letter. The CRD does not recommend this change. Low cost, entry level, readily available parts are the focus for T3 and T4.

5. #23194 (Raymond Blethen) Change Max Camber Rule in Touring
Thank you for your letter. The CRB does not recommend this change at this time.

T4
1. #22849 (Derrick Ambrose) Maximum Camber Rule
Thank you for your letter. The CRB does not recommend this change. The camber rule is adequate as written with a 3.0 degree maximum that all cars can easily achieve.

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.

AS
1. #22838 (Kevin Fandozzi) AS Restricted Prep Feedback
Thank you for your feedback. 9.1.6.D.1.l.2.a. allows for factory equivalent clutch pressure plate and disc.
Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

B-Spec
1. #22592 (John Bauer) Clarify Tire/Wheel Size

Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is
seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal
castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket
wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel
spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (Darren Seltzer) Update Tire Requirement in 9.3.44
Add B Spec to the section 9.3.44 Tire Rule

9.3.44. TIRES
Tires shall be 124 (“U”) mph rated or better unless otherwise specified or controlled.
In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec,* and Touring categories, any U rated, or better, DOT approved tire ~~are~~ *is* required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads “shaved” or “trued.”

P1
1. #22959 (Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J
9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and change lettering of the below lines in the Table.

P2
1. #22694 (Paul Decker) Request to Allow Dual Element Rear Wings in P2
Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: “Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.”

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: “Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches.”

HP
1. #23081 (Steve Sargis) Level 1/2 1500 Spitfire in HP

Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

Prod
1. #23082 (Steve Sargis) Alternate Carburetors in the Note Section of Specification Line
In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:
If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. Zenith
10. Stromberg
11. SU
12. Rochester

SM
1. #21821 (Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars
Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.
Eibach kit - front/rear bars 0000-04-5303-EB
Front 27mm non-Adjustable
Rear 15mm Adjustable
-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320
Front 24mm Adjustable
Rear 15mm Adjustable

2. #21854 (John Bauer) Shock Spec Data Review
Add to 9.1.7.C.3.a.1.:

1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.

3. #22615 (John Bauer) Fog Light Removal
Add to GCR to reflect common practice:
9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

STL
1. #22464 (Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed
Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

Change Table A
Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

T2
1. #23174 (CJ Moses) Cold Air Intake for Evo 8/9 Specification Line
Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)
Add to notes: *Buschur Racing Part# EVO-31023 permitted*.

T3
1. #23094 (Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3 Audi S4/S5
Thank you for your request. In T3:

Audi S4 (12-14)
Audi S5 (13-14)
Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5
Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:
2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or#0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498.

Taken Care Of
AS
1. #22706 (Ted Johnson) Engine Rule Changes
Thank you for your letter. The CRB has already identified a GM package with part numbers and is working the corresponding Ford package. The intention to specify part numbers has been a part of the idea since inception.

2. #22831 (Mitchell Mohler) Motor rules
Thank you for your letter. Please see the response to letter #21800, October 2017 Fastrack Minutes. Please submit another letter either for or against this idea.

FC
1. #23072 (Robert Allaer) Spec Tire for FC in 2018
Thank you for your letter. Please see the response to letter #23070.

FV
1. #22695 (Paul Tatum) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #22701 (Scott Meyer) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #22702 (Chris Elwell) Disc Brake Option in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #22707 (Aaron Meyer) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #22709 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #22728 (Jon Van de Car) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #22730 (Matt Carper) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

8. #22731 (Jon Van de Car) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

9. #22732 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

10. #22750 (Alexander Bertolucci) Disc Brakes in FV - Member Survey
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

11. #22751 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

12. #22752 (Bruce Rodman) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

13. #22771 (Trevor Carmody) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

14. #22788 (Nicholas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

15. #22861 (Stephen Saslow) Disk Brake Proposal #22456
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

16. #22899 (Brandon Abbott) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack

Minutes.

17. #22906 (Sherman Engler) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

18. #22923 (Sandy Thalheimer) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

19. #22971 (Fred Clark) Disc Brakes for FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

20. #22992 (Bill Dennis) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

21. #23001 (Matt Clark) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

22. #23009 (Sam Ryan) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

23. #23012 (JAMES KLEINKLAUS) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

24. #23027 (Albert Spadin) Disc brakes Rule Update 9.1.1.4.D
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

25. #23044 (Andy Pastore) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

26. #23046 (Russ Stalvey) Disc Brakes Proposal
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

27. #23052 (Brian Farnham) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

28. #23053 (Christopher Zarzycki) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

29. #23058 (Quinn Posner) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

30. #23113 (Jonathan Weisheit) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

31. #23150 (Guy Bellingham) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

32. #23157 (Michael Hinkle) Proposed Disc Brake Rule
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

33. #23168 (Michael Sampson) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

34. #23172 (John Petillo) Disc Brakes in FV - Member Survey
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

35. #23173 (Alan Varacins/ speed sport engineering) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

36. #23182 (Paul Faford) Disc Brakes on Formula Vee
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

37. #23198 (Thomas Pape) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

38. #23199 (Alan Varacins/ speed sport engineering) FV Disc brakes Addendum to Last Letter
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

39. #23200 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

40. #23201 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

41. #23202 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

42. #23203 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

43. #23204 (John Ferreira) Re: #22456 Disc Brakes in FV - Member Survey
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

44. #23205 (Colin Lawrence) 22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

45. #23206 (Tom Kenney) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

46. #23207 (James Hill) Abstain From Proposed Disc Brake Rule
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

47. #23210 (David Carr) Proposed Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

48. #23212 (Dave Scaler) FV Disc Brake Rule #22456
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

49. #23213 (Alex Scaler) FV Disc Brake Rule (#22456)
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

50. #23214 (David Reynolds) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

51. #23217 (Tyler Reynolds) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

52. #23227 (Stephen Pastore) Disc Brake Rules Proposal #22456 Formula Vee
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

53. #23228 (John Melican) Disk Brake Input
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

54. #23229 (Austin Mckenna) Disc Brake Input
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

55. #23235 (Ed Shuler) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1
1. #23175 (Jeff Shafer) Engine Table L
Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack Technical Bulletin.

P2
1. #22963 (Jay Messenger) Follow up info to Letter 22826
Thank you for your letter. Please see the response to letter #22826.

GCR
1. #22449 (James Crider) Proposed Changes to 6.1.1.B Yellow Flag Rules
Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

2. #22451 (Jessie Honigs) Clarification of Yellow Flag Rules
Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

3. #22821 (David Rodman) #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag
Thank you for your feedback.

STL
1. #22840 (Eric Heinrich) Another Year of Honda Dominance in STL
Thank you for your feedback. Please see response to letter #22938, Technical Bulletin.

STU
1. #22851 (John Weisberg) Allow Hood Vent
Thank you for your feedback. Please see response to letter #21663, August 2017 Fastrack Minutes.

2. #23047 (Patrick Waligore) Input on Letter #21663 (August Fastrack - Brad McCall)
Thank you for your feedback. Please see the response to letter #21663, August 2017 Fastrack Minutes.

What Do You Think
FC
1. #22958 (Robert Wright) Sequential Gearbox in FC
Should 9.1.1.B.17 be modified to permit the use of a sequential shift gearbox for FF/FC? Please submit your feedback through crbscca.com.

SM
1. #22900 (Jim Drago) Rear Camber/Upper Control Arms
The Club Racing Board is seeking feedback on the following idea. Please submit your comments through crbscca.com.

Should the CRB recommend the change suggested below:

Add in 9.1.7.C.3, item t.: On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433” X 0.600”. No material shall be added.

RESUMES
1. #23128 (Darren Seltzer) Resume B-Spec
Add Darren Seltzer to the B Spec Committee.

2. #22868 (John Buttermore) Resume for Ad-Hoc Committee
Thank you for volunteering for T-1 Ad Hoc committee.

3. #23215 (Bradley Davis) Request for Committee Appointment
Add Brad Davis to the B Spec Committee.

CLUB RACING TECH BULLETIN

DATE: November 20, 2017
NUMBER: TB 17-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2017 unless otherwise noted.

American Sedan
1. #22685 (Mitchell Mohler) Allow Cold Air Intake to Replace Unavailable Unit for Mustang
In AS, Ford Mustang Coupe GT4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder, add to the Notes as follows:

"*K&N 69-3523KP cold air intake permitted.*"

B-Spec
1. #21400 (B-Spec Committee) restrictor plates for sonic, 15+ fit, kia
In B-Spec, Chevrolet Sonic (12-16), make the following changes:
"~~36mm~~ *34mm* flat plate restrictor required."

In B-Spec, Honda Fit (2015-), make the following changes:
"~~34mm~~ *32mm* flat plate restrictor required."

In B-Spec, Kia Rio 5-door/LX (12-14), make the following changes:
"~~40mm~~ *38mm* flat plate restrictor required."

In B-Spec, Mini Cooper (2011-), change the weight and add a restrictor as follows:
Weight ~~2575~~ *2625*
Notes: "*40mm flat plate restrictor required.*"

Formula/Sports Racing
FA
1. #23156 (Formula/Sports Racing Committee) Revise Pro Formula Mazda spec line
Effective 1/1/18, in FA Table 2, Pro Formula Mazda spec line, make the following changes:

Weight: ~~1275~~ *1305*
Notes: "All current FA rules apply *to areas not covered by this spec line*."

P1
1. #23121 (Formula/Sports Racing Committee) Revise P1 Engine Table, Line L
Effective 1/1/18, make the following change in P1 Engine Table, Line L:
Max. Displ: ~~2300~~ *2500*
Min. Weight: ~~1425~~ *1450*
Notes: "*Up to 2000cc may run at 1400 lbs. min. weight*
Up to 2300cc may run at 1425 lbs. min. weight."

GCR
None.

Grand Touring
GT3
1. #23142 (John Bauer) Clarify Rotary Porting Notes
In GT3, all non-street port rotary spec lines, remove “Contact National Office for specific details of various allowable port configurations.” from notes.

Improved Touring
None.

Production
1. #22535 (SCCA Staff) Clarify ducting air to cool intake manifold
In GCR section 9.1.5.E.2.b.7, clarify the last sentence of the paragraph as follows:
“*Non-stock* plating, painting*, covering* or coating of the intake manifold is prohibited.”

Spec Miata
None.

Super Touring
STU
1. #22499 (Patrick Waligore) 5% weight reduction for engines bored .040(1mm) over
In GCR section 9.1.4.1.H clarify section 3 & 4 as follows:

“3. Normally-aspirated engines *with stock displacement of* 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%.”

“4. Normally-aspirated engines *with stock displacement of* 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%.”

2. #22854 (John Weisberg) weight penalty for sequential transmission
In GCR section 9.1.4.1.C.2, change the sequential shift penalty as follows:

“Transmission and ratios are free. Forward gears are limited to 6 speeds. Cars with ~~aftermarket~~ sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by ~~100 lbs~~ *3.5%*.”

3. #22889 (Super Touring Committee) Turbo Engines
In GCR section 9.1.4.1.H.5, clarify the list of turbocharged engines as follows:

“Factory turbocharged ~~cars~~ engines must run the stock turbo or any turbo from the following list:”

4. #22890 (Super Touring Committee) Change Super Charger Pulley Size on HKS S2000
In STU, Table B, Honda S2000 2000cc, change the supercharger pulley size as follows:

“HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~120mm~~ *130mm* diameter, crankshaft pulley diameter 152.3mm.”

In STU, Table B, Honda S2000 2157cc, change the supercharger pulley size as follows:
"HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~120mm~~ *130mm* diameter, crankshaft pulley diameter 152.3mm."

5. #22939 (John Schmitt) Direct Injection Engine Weight Adder
In GCR section 9.1.4.1.H.6, add a direct injection weight modifier as follows:

"All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater. Turbocharged engines utilizing Direct Fuel Injection (DI) shall increase their minimum weight by 3%."

6. #23116 (Super Touring Committee) Hood Vents
Clarify section 9.1.4.1.2 from letter #21663, which was approved in the August BoD meeting and becomes effective 1/1/18, by adding the following:

"Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum *combined* total area of the vents shall not exceed 200 square inches."

Touring
T2-T4
1. #22891 (david mead) change a/c removal to allow retention of auxiliary fans
In GCR section 9.1.9.2.D.3.a.2, change the cooling system language as follows:

"Any radiator *and fans* ~~is~~ *are* permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine."

2. #22924 (Darren Seltzer) Correct BRZ/FRS/86 Brake Specs
In T4, Subaru BRZ (13-16), correct the brake specs as follows:
(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ *Vented Disc*

In T4, Subaru BRZ (17+), correct the brake specs as follows:
(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ *Vented Disc*

In T4, Toyota 86 (17+), correct the brake specs as follows:
(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ *Vented Disc*

In T4, Scion FRS (13-16), correct the brake specs as follows:
(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ *Vented Disc*

3. #23188 (Raymond Blethen) Clarify Rules Removing Catalytic Converter
In GCR section 9.1.9.2.D.1.h, clarify the section as follows:

1. T2-T4: Exhaust systems after the exhaust header manifold are free. ~~All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing.~~ If the catalytic converter is part of the stock exhaust

header, it is permitted to modify the stock header only to replace the catalytic converter with a pipe tube of the same diameter inlet. ~~and outlet~~. ~~The post catalytic converter oxygen sensor maybe disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the factory downpipe/header/ exhaust manifold, or allowed header on spec line, provided:~~

~~a. Said replacement system retains the original configuration, e.g., single or dual, etc.~~

4. #23189 (Raymond Blethen) Allow 2-cycle oil additives in pre-mix for rotary engines
In GCR section 9.1.9.2.D.2, add a new section b as follows:

"*Rotary engines can pre-mix gas with 2-cycle oil additives. See section 9.3 for more details.*"

T3
1. #23119 (Scotty B White) Ecoboost Parts
In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:

"*SpeedFactory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted.*"

T4
1. #22848 (Derrick Ambrose) 2014-up Mazda 3 Spring Rate Increase
In T4, Mazda3 (14-16), change the notes as follows:
"Any spring up to ~~500lb~~ *650lb* front and ~~800lb~~ *900lb* rear springs may be used."

2. #22980 (David Zink) Help the Mustang
In T4, Ford Mustang V6 (05-10), change the spec line as follows:
Weight: ~~3375~~ *3325*
Notes: "Aftermarket wheels permitted ~~at 25 pounds~~."

3. #22998 (Michael Pettiford) Solstice Adjustments
In T4, Pontiac Solstice/Saturn Sky (06-09), change the notes as follows:
"*Header permitted. Any LSD Permitted.* ~~Limited slip differential (G80).~~"

4. #23191 (Raymond Blethen) Change Weight to BRZ/FRS Model Cars

In T4, Scion FR-S (13-16), add to the notes as follows:
"*55mm flat plate restrictor required. Only 17" wheels permitted.*"

In T4, Subaru BRZ (2017-), add to the notes as follows:
"*55mm flat plate restrictor required. Only 17" wheels permitted.*"

In T4, Toyota 86 (2017-), add to the notes as follows:
"*55mm flat plate restrictor required. Only 17" wheels permitted.*"

RALLYCROSS BOARD

The RallyCross Board (RXB) was moved to 11/14/2017 and the report will be added with the December meeting.

ROADRALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
November 9, 2017

The RoadRally Board met via conference call on November 9, 2017. The meeting was called to order at 7:30 pm CST by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, BOD liaisons Earl Hurlbut and Bob Dowie, BOD Chairman Lee Hill, Jamie Mullin from SCCA Staff, guest Pego Mack, and Mike Thompson, NEC chairman. Jeanne English was absent, so Mike Bennett filled in for her.

1) October Minutes were approved as published.

2) RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.

    a) The November issue came out today (November 9th). Rich noted that it contains great articles from Mike Thompson and Peter Schneider, as well as others in a very "readable" issue.

3) SCCA Staff Report
    a) Gervais and Teter "Rally of the Year" voting status
        i) Rich reported that Gervais ballots have been mailed this week. Emails were sent to voters and posted to Yahoo group. It is expected that voting will be wrapped up by the December RRB meeting.
        ii) Teter ballots will be mailed when official results have been received from The Blacke. Quick responses will then be needed.
    b) 2018 SCCA Convention Logistics and Schedule
        i) Jamie reported that she has sent out available information on the Convention, including the Reimbursement Rules, but not the Reimbursement Form.
        ii) Rich stated that, assuming a proposed new RRB member is approved to join, that person will need to be caught up on Convention information and invited to join the December RRB conference.
        iii) Peter noted that he is working on his presentation for the Convention.
        iv) Jim will run the Town Hall meeting at the Convention.
        v) Jeanne English will run the RRSS Training session at the Convention.
        vi) Jamie noted that the Convention schedule is now filled up.
        vii) Rich reported that he will write a script for the presentation of the Gervais and Teter awards, and will bring a hard copy with him to the Convention.
    c) Championship Standings
        i) All standings are currently up-to-date.
    d) USRRC and National Events listed on hardcopy, SportsCar Calendar
        i) Events for which information is received at the National Office by 11/29/17 will be included in the Calendar which goes out with the February issue of SportsCar.
        ii) Rich has asked Jim to be the compiler of the RoadRally event list.
        iii) We agreed it is OK to include events for which the organizer has committed to host, even though they may not yet receive Sanctions.
    e) Other items from SCCA HQ

i) Jamie reminded the group that orders for awards to be presented at the Convention must be placed by 12/15/17.
ii) Rich thanked Jamie for all her efforts.

4) NEC Report
   a) Recent National Events.
      i) Mike Thompson reported that the NEC had discussed the two recent events in California, and felt that they went well.
   b) Upcoming Nationals
      i) The NEC now has information on The Blacke. The pre-check is planned, and workers are in place.
   c) USRRC Report
      i) Feedback on this year's event will be revisited at the December RRB meeting.
   d) Old Business
      i) They have agreed to try out the use of phone messaging for emergency information at the double weekend events bring run by Rich in November.
   e) Minimum Odometer Calibration length at 12 miles
      i) They have agreed there is a need to remind event organizers that the odometer calibration must be at least 12 miles in length. That requirement has been in place since 1976.
   f) 2018 Schedule
      i) Mike reported that the 2018 schedule is nearly complete.
         (1) One event from 2017 is not yet committed for 2018.
         (2) One event from 2017 is not expected to run in 2018.
         (3) The Northern California events will have new organizers in 2018.
         (4) They have discussed the wisdom of dictating a minimum time, perhaps two weeks, between events and feel it is best to leave the question to the local organizing committees.
   g) NEC Membership
      i) Mike stated that they now have an opening on the NEC, and that he has requested applications from prospective members.
   h) Committee Checklist
      i) Mike has recognized there is a need to revisit the Checklist of Committee responsibilities.
   i) RRSS Licensing
      i) The NEC has not recommended any change to RRSS licensing, feeling that the program is necessary.
   j) NEC Meeting Schedule
      i) The NEC will not be meeting in December.

5) Old Business
   a) 2018 Rule Changes
      i) The RRB reviewed a concern from a member regarding a possible loophole in odometer types allowed in Class L.
         (1) Allowing input from the vehicle's OBD II port would be a competitive advantage.
         (2) Mike Thompson reminded the group that the updated Rule for 2018 states that mileage must be manually entered into calculations.
         (3) Rich stated that he does not think any action is needed.

(4) Mike Bennett felt we will be OK if the new wording is enforced.
(5) Rich suggested that the new Class rules would be a good topic for a column in the Newsletter, and Mike Thompson volunteered to write it.
(6) Clyde asked if another member also had a concern.
(a) Mike Bennett read that member's email from 10/15/17 to the group.
(b) Rich noted that he had discussed the issue with the member, and that he felt following the suggested odometer-based Class designations could cause havoc in Class L.
(c) Clyde read portions of an email exchange between Rich and the member which culminated on 10/19/17 regarding Class S.
(d) Rich stated that there are two ways to resolve TSD calculations:
(i) Solve for time at the current location.
(ii) Solve for location at the current time.
(e) Mike Thompson said he felt that hitting an enter button to increment mileage is like using a table.
(f) Jim noted that it is a shortcut, but still a manual method.
(g) Jim stated that current definition for Class S, and proposed amending the 2018 rule change regarding odometers to the following:
(i) "GPS odometers may be used in this Class only if their information is <u>not</u> used for any calculations or for any determination of earliness or lateness."
(h) Rich stated that he liked this proposed addition to the definition.
(i) Jim moved to amend the definition as proposed. Rich seconded the motion, and it was approved by a vote of 5 to 0.

ii) Suggestion for 10 National Points for Regional Rallymasters. 20 point overall limit for worker points would remain in effect.
(1) Rich suggested that this issue could be tabled until next year.
(2) Jim stated that he was opposed to the idea and didn't think it would increase the number of rallies.
(3) Rich said he will reply that the item was discussed and dismissed by the RRB.

b) New Road Rally Safety Steward Licensing process.
i) Peter reported that he has spent two months surveying RoadRally Safety Stewards to see if they are still active.
(1) He received responses from 40 people stating that they are no longer active.
(2) He received responses from 193 people stating that they are still active.
(3) He received no responses from 73 people.

ii) Rich asked Peter to send the list of no longer active RRSS to Jamie, so she can remove their licenses.
(1) Bob asked if these are people who are still active SCCA members, and Peter said they are.
(2) Peter will break down the list of "no response" names by Division, and send them to the Divisional Stewards next week.
(a) Divisional Stewards to provide feedback on whether the people are active as RRSS.
(b) The list for New England Division to be sent to Pego.
(3) Peter noted that we have three Divisional Stewards who are not RRSS themselves.
(a) Rich stated that he will contact those Divisional Stewards

c) Rally Development Fund

i) Rich reported that there has been no change; a decision is awaited from the December Board of Directors meeting.

6) New Business
   a) 2018 Convention
      i) Rich encouraged everyone to get their reservations made now, including for the shuttle from and to the airport.
   b) Minutes
      i) The Final Minutes are due by 11/13/17. Draft will be out for comment 11/10/17.

Meeting was adjourned at 9:12 PM CST
Next meeting to be December 14 at 7:15 PM CST
Respectfully submitted,
Mike Bennett, substitute secretary

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:

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

ROAD 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

SCCA NATIONAL CONVENTION

Event page: https://www.scca.com/convention

EVENT CALENDAR:

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